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820318-820520 AGENDA/MIN  
198205

OPERATION & WORKS COMMITTEE M6.0

S I L

LANDOWNERS

Public Works Committee

MARCH TO MAY

1982

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, MARCH 18, 1982 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS:

Councillor D. Culham,  
Councillor D. Cook  
Councillor M. Marland  
Councillor R. Skjarum  
Mr. P. K. Kar  
Mr. J. Newell  
Mr. J. Rogers  
Mr. W. Schofield

PREPARED BY: Clerk's Department  
DATE: March 15, 1982

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE  
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION  
OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

15C/4C



INDEX, PUBLIC WORKS COMMITTEE AGENDA, MARCH 18, 1982

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.05.03.01	Allocation of Part-Time Dollars for Hiring Human Resources on Short Notice for Hand Shovelling.
2.	A.02.03.03.03	Progress Report - Domtar Reclamation Project
3.	F.05.03.01	"Gate" Lifting During Snow Plowing - Use of Mimico Reformatory Personnel
4.	A.00.02.01	On-Street Parking in High Density Residential Areas
5.	F.05.03.02	Sidewalk Plowing and Sanding on Various Streets in the City of Mississauga
6.	F.05.03.02	Sidewalk Plowing and Sanding
7.	J.05.01	Site Locations - Approved 1982 Capital Works Programme
8.	A.03.04.06	Summary of Unfinished Business



CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, MARCH 18, 1982  
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated February 26, 1982, from the Commissioner of Engineering and Works in response to a discussion at the Transit Committee Meeting held on February 19, 1982, on the possibility of money being allocated for clearing snow in the vicinity of bus stops and shelters and whether or not it would be feasible to allocate part-time dollars for hiring human resources on short notice to hand-shovel these areas.

In his report, Mr. Taylor advises that \$42,000. was included in the Engineering and Works Budget to cover this work which is undertaken by the 20 industrial front-end loaders also used to clear out cul-de-sacs, school crosswalks and intersections. To ensure that the contracted equipment is available at all times during the winter season, a daily standby rate is paid in addition to the operational charges. This work force is supplemented by 20 additional personnel to shovel or spread sand on icy conditions where necessary.

Mr. Taylor suggests that additional manpower to clean the bus stops at short notice would make it

- a) necessary to recruit personnel for each storm
- b) the manpower might not be available when the need was the greatest and
- c) difficulty would be experienced in obtaining vehicles to transport the additional staff at short notice.

Mr. Taylor points out that front-end loaders are much less costly and more efficient to clean bus stops and shelters.

Mr. Taylor recommends:

"That the Transit Committee be advised that the Public Works Committee recommends that the allocation of part-time dollars for hand shovelling bus stops at short notice not be entertained and that the present procedure continue."

File: F.05.03.01

RECOMMEND ADOPTION

March 18, 1982

2. Progress report dated February 25, 1982, from the Commissioner of Engineering and Works on the Domtar Reclamation Project which involves the hauling of fly-ash from the Lakeview Generating Station to the Domtar Quarry landfill site located east of Mavis Road, north of Dundas Street and the handling of the fly-ash material at the landfill site. The project was commenced on December 15, 1981, in accordance with the Provisional Certificate of Approval issued by the Ministry of the Environment.

In his report, Mr. Taylor reviews the site preparation, method of transporting the fly-ash, truck cleaning and the placement and compaction of the fly-ash fill. Mr. Taylor concludes that from his Department's observations, the Domtar Reclamation Project is being competently managed and proceeding in accordance with City and Ministry of the Environment conditions and requirements. He advises that his staff will continue to monitor the progress of the landfill operation to ensure that the City's concerns are being met.

Mr. Taylor recommends:

"That the report dated February 25, 1982, from the Commissioner of Engineering and Works, regarding the Domtar Reclamation Project, be received."

File: A.02.03.03.03

RECOMMEND ADOPTION

3. Report dated March 1, 1982, from the Commissioner of Engineering and Works, in response to a request made at the Public Works Committee Meeting held on February 18, 1982, that he investigate the possibility of taking part in the snow shovelling programme operated by the Mimico Reformatory.

In his report, Mr. Taylor advises that during street snow plowing, keeping driveways clear of snow increases plowing time from between 30% to 50%. A further 30 plows would be required to implement the service and were the equipment available, the cost would involve standby rates in addition to operation charges.

With respect to the use of Mimico Reformatory personnel, Mr. Taylor advises that the Ministry of Correctional Services is only capable of handling snow removal assistance to senior citizens on a small scale and due to their personnel limitations, they are unable to handle more than twenty-five locations south of Highway 5.



March 18, 1982

ITEM 5 CONTINUED...

(xvii) Sherobee Road

(xviii) Hensall Street from Clarecrest Avenue to  
Tedwyn Drive

(xix) Stanfield Road from Dundas Street to the Queensway

(xx) Battleford Road from Glen Erin Drive to the M.T.C.  
roadway)

(xxi) Creditview Road between Burnhamthorpe Road and  
Rathburn Road

File: F.05.03.02

RECOMMEND ADOPTION

6. 1981 Sidewalk Needs Study for major roads, dated January 21, 1982, prepared by the City of Mississauga Engineering and Works Department.

On January 21, 1982, the Public Works Committee received the 1981 Sidewalk Needs Study for major roads in the City of Mississauga, together with a recommendation from the Commissioner of Engineering and Works that the Study be used as the basis for determining future Capital Works Sidewalk Programmes.

The Public Works Committee, on January 21st and again on February 18th, deferred consideration of the Study and Mr. Taylor's recommendation until all Members of Council had had an opportunity to review and submit their comments.

Attached to the agenda are the comments received from Councillor Culham by memorandum dated March 1, 1982, and from Councillor Kennedy by memorandum dated March 10, 1982.

In addition, Councillor Southorn has advised that he would like to see the construction of a sidewalk on the north side of Britannia Road from Ardsley Street to Ellesboro Drive included as a priority for 1982.





## City of Mississauga

### MEMORANDUM

To Chairman & Members of the  
Dept. Public Works Committee

From W. P. Taylor, P. Eng.

Dept. Commissioner

DATE MAR 8 1982

FILE No. F-05-03-01

CLERK'S DEPARTMENT

File Ref: 12 111 00015

February 26, 1982

P W DATE Mar. 18/82

**SUBJECT:**

Allocation of part-time dollars for hiring human resources on short notice for hand shovelling.

**ORIGIN:**

Transit Committee - February 12, 1982  
Request No. 69-82

**COMMENT:**

My Department is presently responsible for the plowing and sanding of 191 shelters and 1,600 bus stops within the road system.

The 1982 Engineering & Works Budget provides a sum of \$42,400 to cover the cost of this work. Up to February 12 of this year expenditures total \$30,500. The Mississauga Transit, on our behalf, applied to the Ministry of Transportation and Communications for 17% subsidy of the total yearly expenditure.

To undertake this work requires the use of twenty (20) industrial front-end loaders (16 contract, 4 City). These loaders are the same loaders used to clear out cul-de-sacs, school crosswalks and intersections. To ensure that the contracted equipment is available at all times during the winter season, a daily standby rate is paid in addition to the operational rate. To supplement this work force, approximately 20 personnel are transported to the various bus stop locations to shovel or spread sand on icy conditions where necessary. When one storm follows another at short intervals, the removal of snow has to be repeated after every road snow plowing operation.

COMMENTS:

(Cont'd)

Additional manpower to clean the bus stops at short notice would make it:-

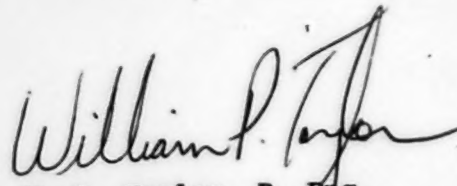
- 1) Necessary to recruit personnel for each storm.
- 2) The manpower may not be available when the need is greatest.
- 3) Difficulty would be experienced in obtaining vehicles to transport the additional staff especially at short notice.

Front end loaders are much less costly and more efficient to clean the bus stops and shelters following heavy snow falls.

- RECOMMENDATIONS: 1) that the Transit Committee be advised that the Public Works Committee recommends that the allocation of part-time dollars for hand shovelling bus stops at short notice not be entertained and that the present procedure continue.

DJD:AEMcD:kp

cc: E. Halliday

  
W. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works





# City of Mississauga

## MEMORANDUM

FILE: 15 111 80018  
11 141 00039

RECEIVED

2.

To Chairman and Members REGISTRY NO. 2302 From William P. Taylor, P.Eng.  
Dept. Public Works Committee DATE FEB 26 1982 Dept. Engineering and Works

FILE NO. A-02-03-03-03

P. W. DATE Mar 18/82

CLERK'S DEPARTMENT

February 25, 1982.

SUBJECT: Progress Report - Domtar Reclamation Project.  
ORIGIN: Public Works Committee, Request No. 74-82, dated February 22, 1982 - File No. A.02.03.03.03  
COMMENTS: In accordance with the Provisional Certificate of Approval - Waste Disposal Site, issued by the Ministry of the Environment dated August 18, 1981, the hauling of fly-ash from the Lakeview Generating Station to the Domtar quarry was commenced on or about December 18, 1981. This report deals generally with the landfill site preparation and handling of the fly-ash material to date.

### Site Preparation

On December 15, 1981, staff conducted an inspection of the proposed fly-ash fill site on Domtar lands prior to the project getting underway. We also held discussions with Golder Associates, Geotechnical and Mining Engineers, who have been retained by Domtar as their Consulting Engineer. From these meetings, it was determined that the proposed landfill operation and monitoring procedures are adequate and in accordance with the guidelines as set out in the Ministry's Provisional Certificate of Approval.

Attached to this report is a plan (figure 1) which depicts the active fill site, dust monitoring stations, ground water and surface water monitoring stations for the Mary Fix Creek. The location of the stations has been approved by the M.O.E. and preliminary readings have been taken to establish water quality prior to the placing of any coal-ash.

Figure 2 is a diagram of the actual fill site within the quarry which is divided by earth berms into 7 separate cells. A drainage system has been installed on the floor

.../...



2.C

...4...

February 25, 1982.

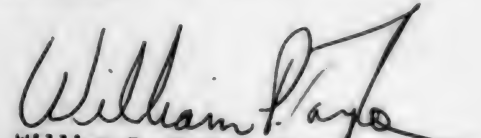
Chairman and Members  
Public Works Committee

RECOMMENDATION:

That the report from the Commissioner of Engineering and Works dated February 25, 1982 regarding the Domtar Reclamation Project, be received.



Atchs.  
58E/5/7E

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works.

cc: E. M. Halliday

2.e

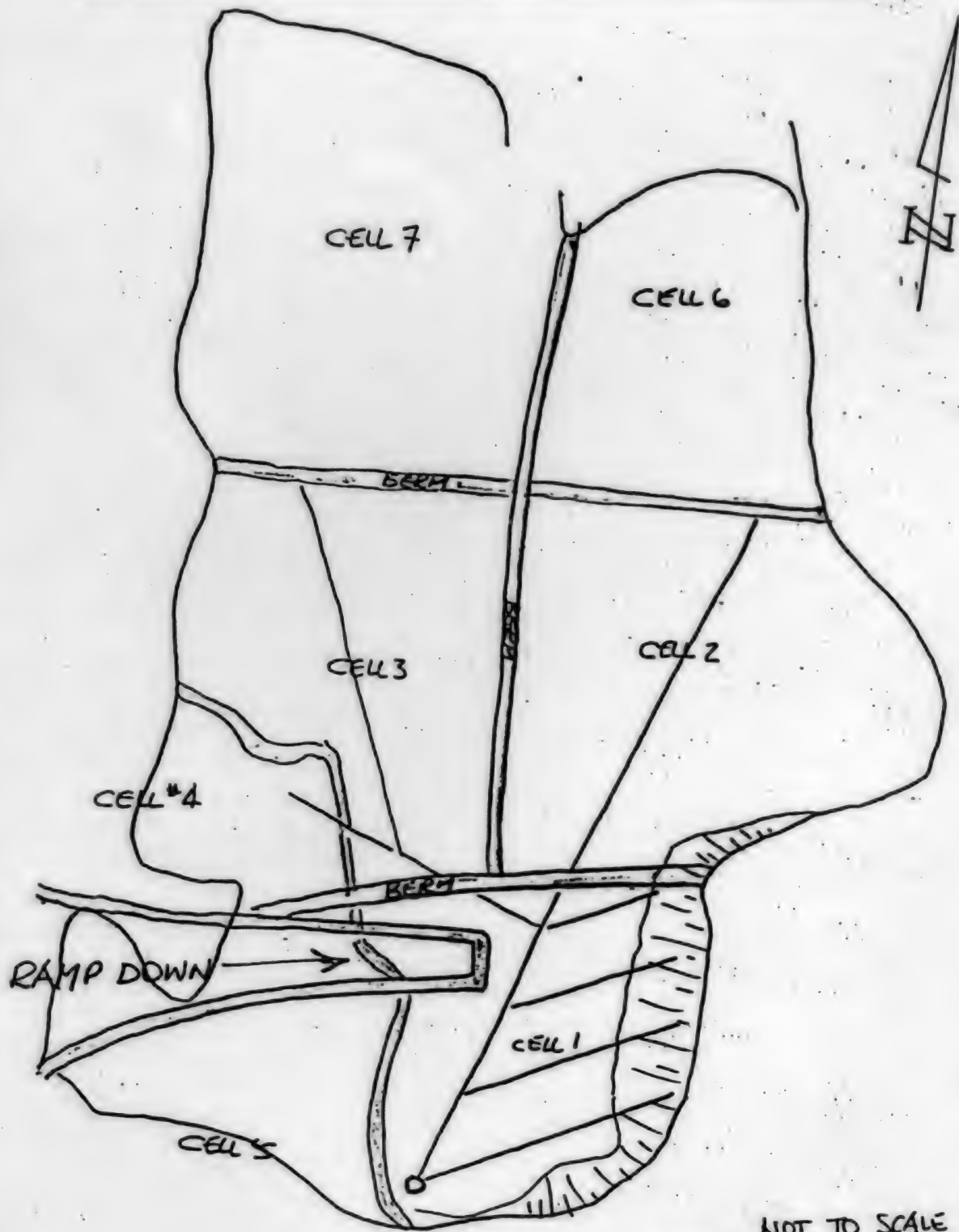


FIG 2

Golder Associates

NOT TO SCALE  
TRACED FROM DOMTAR FIGURE 1  
DEC. 8, 1981



# City of Mississauga

## MEMORANDUM

To Chairman & Members of the  
Dept. Public Works Committee

From W. P. Taylor, P. Eng.

Dept. Commissioner of Engineering & Works

REGISTRY No. 2849

DATE MAR 11 1982

FILE No. F-05-03-01

CLERK'S DEPARTMENT

P. W. DATE Mar. 18/82

File Ref: 12 111 00015  
11 141 00039

March 1, 1982

SUBJECT:

"Gate" Lifting during snow plowing - Use of Mimico Reformatory Personnel.

ORIGIN:

Public Works Committee - February 18, 1982  
Request No. 72-82

COMMENTS:

"Gate" Lifting during snow plowing

My Department has investigated various types of attachments that could be fitted to graders and truck plows to clear driveway entrances. Two were obtained for trial purposes approximately four years ago and the following problems were experienced:

- 1) The plow operator, to ensure proper coverage of the entrance of the driveway, would be required to slow down before dropping the blade and then gear down to handle the heavier load, resulting in increased plowing time.
- 2) In higher density housing areas where driveway locations are at closer intervals, the plowing time was increased 50%.
- 3) Due to the continual use of the attachment, breakdowns were numerous, and we were forced to abandon the practice.

It is estimated that the plowing time would increase between 30% to 50% should it be the Corporation's responsibility to clear driveway entrances. In the 1981/82 winter season 76 plows are being utilized for plowing the City street system. At least a further 30 plows would be required should we implement this service. To ensure their availability daily standby, in addition to operational rates, would have to be paid. We expect to experience difficulties in obtaining



5.6

Page 3...

To : Chairman & Members of  
Public Works Committee

RECOMMENDATIONS:  
(cont.)

6. Lewisham Drive from Bonner Road to Wiseman Court
7. Bonner Road from Bodmin Road to Lewisham Drive
8. Bodley Road
9. Mississauga Road from Comanche Road to Arrowhead Road
10. Bodmin Road between Truscott Drive and Bonner Road
11. Padstow Crescent from Una Road to Bonner Road
12. Petrie Way from Meadow Wood Road to Silver Birch Trail
13. Mavis Road, from the Queensway to Dundas Street
14. Paisley Boulevard, south side from Mavis Road westerly to the school
15. Fifth Line between Dundas Street and the Queensway
16. Old Carriage Rd. (both sides)
17. Sherobee Road
18. Hensall Street from Clarecrest Ave. to Tedwyn Dr.
19. Stanfield Road from Dundas Street to the Queensway
20. Battleford Rd. from Glen Erin Dr. to the M.T.C. roadway

19/4/8E

*W.P.T.*

cc : E. Halliday

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner  
Engineering & Works



MEMORANDUM

To W.P. Taylor, Commissioner

From David J. Culham

Dept. Engineering & Works

Dept. Councillor Ward 6

March 1, 1982

Re: 1981 Sidewalk Needs Study  
Report January 31, 1982

RECEIVED	
MAR 2 - 1982	
W.P.T.	
26/3/82	
28/3	

Dundas Street West, Winston Churchill Blvd. to Erin Mills Pkwy. is listed as a now priority for \$64,000.00. I see little need for this at this time and this priority should be changed to future. I would suggest that Dundas Street East, from Hurontario to Cawthra which is listed as a now should also be a future, that is in Z-14 on the south side for \$27,500.00.

Erindale Station Road from Dundas Street West to Burnhamthorpe Road is listed as a now item but it is listed for a length of 4,000 feet at a cost of \$44,000.00. I did not think that there was a 4,000 foot length left open and I question the total cost of that. I do think that this is a now need and a very important one but I think most of our roads and major arterial roads, especially in industrial areas, could have the sidewalks on one side as a higher priority.

Erin Mills Pkwy., Queensway to the Dundas is listed for the west side as a now need with 3,200 feet at \$35,200.00. I see this as a possible future need. The same goes for Erin Mills Pkwy. between Dundas and Old Burnhamthorpe on the west side, 4,000 feet at \$44,000.00. I see this as a possible future need.

From the Queen Elizabeth Way to the Dundas on the west side, it is listed as a now need. I see this as a future need that could be dealt with by development proposals.

There is Mavis Road, Dundas to Burnhamthorpe, I see the need for a sidewalk only on one side.

The Queensway West, from Winston Churchill Blvd. to Speakman Drive, both north and south, is listed as a now need. I see this as a future need.

Queensway West from Glengarry Road to Stavebank on the south side, I see that as a possible future need and not as a now need.

...../2

6. a

On map Z-12 of the Queensway East of Dixie Road, you show a now need for both north and south portions of the Queensway. I see only one side as really a now need. I would relate the same comments for a portion of the Queensway on Z-13 from Cawthra to Dixie. I see a need for a sidewalk on the north side but certainly not on the south side on either of these portions of the Queensway.

My comments would also apply to the area between Hurontario and Cawthra for the Dixie. I do not see the need as a now need for the south side of the Queensway from Glengarry over to the other side of Mississauga Heights Drive.

I do not see the need for the sidewalk on the Queensway from Erin Mills Pkwy. to Robin Drive.

*Cul.*

David J. Culham

DJC/br

cc: E.M. Halliday





City of Mississauga

MEMORANDUM

6.6

To		From	
Mr. W. P. Taylor, P. Eng., Commissioner		Harold Kennedy	
Engineering and Works		Councillor, Ward 1	

To Mr. W. P. Taylor, P. Eng., Commissioner

From Harold Kennedy

Dept. Engineering and Works

Dept. Councillor, Ward 1

March 10, 1982.

RE: 1981 SIDEWALK NEEDS STUDY

With respect to the above noted, it is apparent that the category "Now Needs" should be detailed to a greater extent.

I would recommend that both "Now Needs" and "Future Needs" be both aggregated into those sidewalks which will be required to be constructed by the developer of the area including submissions to Committee of Adjustment and Land Division Committee.

The cost then of this Category 'A' would not then be a required budget item.

Category 'B', both "Now" and "Future" needs should then be dealt with on a request basis after being considered as outlined in "Criteria Used In Evaluating Requests For Walks" listed on page one of the 1981 Sidewalk Needs Study.

I believe this method would keep our Annual Budget to a minimum while providing only those sidewalks of absolute need.

All of which is respectfully submitted.

Harold Kennedy  
Councillor, Ward 1

HK/c

cc: Mayor and Councillors  
Mr. E. M. Halliday

PUBLIC WORKS COMMITTEE

DATE: MARCH 18, 1982

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81 Planning Committee Mar. 3/81 Council Mar.9/81	March 18/82	6
141-81	Eng. & Works	Installation of Traffic Control Devices Unnecessary Stop Signs	Public Works of May 21/81	March 18/82	6
168-81	Eng. & Works	Sod Damage to Boulevards- Problem Areas, i.e. bus stops, School Routes, etc.	Public Works of June 18/81	Mar. 31/82	4
247-81	Eng. & Works	Use of Yield Signs	Public Works - Oct. 1/81	March 18/82	1
281-81	Eng. & Works	Co-ordination of Maintenance Services, i.e. boulevard cutting, parks cutting	Current Budget - 1982	March 31/82	1
39-82	Eng. & Works	Distinction of Refuse for Recycling & Refuse for Disposal (tonnage of paper collected) Part (d)	Public Works - Jan.21/82	March 18/82	0
91-82	Eng. & Works	Decorative Street Lights in Streetsville Business Improvement District - 1982 Review	Public Works - Feb.18/82	Feb./83	0

CITY OF MISSISSAUGA

MINUTES

MEETING #3

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, March 18, 1982

PLACE OF MEETING: Committee Room 'A' 9:30 a.m.

MEMBERS PRESENT: Mr. J. Newell, Vice-Chairman  
Councillor M. Marland  
Councillor D. Cook  
Mr. J. Rogers  
Mr. W Schofield

MEMBERS ABSENT: Councillor D. Culham, Chairman  
Councillor R. Skjarum (attending a  
meeting at the Region of Peel)  
Mr. P. K. Kar

ALSO PRESENT: Councillor T. Southorn (arrived 10:00  
a.m.) - re Item 4

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of  
Engineering and Works  
Mr. A. McDonald, Director, Maintenance  
Engineering  
Mrs. C. Dodds, Committee Co-ordinator

Apologies for absence were received from Councillor Culham,  
Councillor Skjarum and Mr. Kar.

MATTERS CONSIDERED:

1. Report dated February 26, 1982, from the Commissioner of Engineering and Works in response to a discussion at the Transit Committee Meeting held on February 19, 1982, on the possibility of money being allocated for clearing snow in the vicinity of bus stops and shelters and whether or not it would be feasible to allocate part-time dollars for hiring human resources on short notice to hand-shovel these areas.

In his report, Mr. Taylor advised that \$42,000. was included in the Engineering and Works Budget to cover this work which was undertaken by the 20 industrial front-end loaders also used to clear out cul-de-sacs, school crosswalks and intersections. To ensure that the contracted equipment was available at all times during the



March 18, 1982

ITEM 1 CONTINUED...

winter season, a daily standby rate was paid in addition to the operation charges. This work force was supplemented by 20 additional personnel to shovel or spread sand on icy conditions where necessary.

Mr. Taylor suggested that additional manpower to clean the bus stops at short notice would make it

- a) necessary to recruit personnel for each storm
- b) the manpower might not be available when the need was the greatest and
- c) difficulty would be experienced in obtaining vehicles to transport the additional staff at short notice.

Mr. Taylor pointed out that front-end loaders were much less costly and more efficient to clean bus stops and shelters.

Mr. Taylor recommended:

"That the Transit Committee be advised that the Public Works Committee recommends that the allocation of part-time dollars for hand shovelling bus stops at short notice not be entertained and that the present procedure continue."

File: F.05.03.01      See Recommendation #19 (D. Cook)

APPROVED

2. Progress report dated February 25, 1982, from the Commissioner of Engineering and Works on the Domtar Reclamation Project which involved the hauling of fly-ash from the Lakeview Generating Station to the Domtar Quarry landfill site located east of Mavis Road, north of Dundas Street and the handling of the fly-ash material at the landfill site. The project was commenced on December 15, 1981, in accordance with the Provisional Certificate of Approval issued by the Ministry of the Environment.

In his report, Mr. Taylor reviewed the site preparation, method of transporting the fly-ash, truck cleaning and the placement and compaction of the fly-ash fill. Mr. Taylor concluded that from his Department's observations, the Domtar Reclamation Project was being competently managed and proceeding in accordance with City and Ministry of the Environment conditions and requirements. He advised that his staff would continue to monitor the progress of the landfill operation to ensure that the City's concerns were being met.

March 18, 1982

ITEM 2 CONTINUED...

Mr. Taylor showed the members photographs of the completely enclosed container trucks used to transport the fly-ash. He further advised that investigation with Domtar had failed to substantiate the reported siting of one of the trucks on Queensway West.

Mr. Taylor recommended:

"That the report dated February 25, 1982, from the Commissioner of Engineering and Works, regarding the Domtar Reclamation Project, be received."

File: A.02.03.03.03 See Recommendation #20 (D. Cook)

APPROVED

3. Report dated March 1, 1982, from the Commissioner of Engineering and Works, in response to a request made at the Public Works Committee Meeting held on February 18, 1982, that he investigate the possibility of taking part in the snow shovelling programme operated by the Mimico Reformatory.

In his report, Mr. Taylor advised that during street snow plowing, keeping driveways clear of snow increased plowing time from between 30% to 50%. A further 30 plows would be required to implement the service and were the equipment available, the cost would involve standby rates in addition to operation charges.

With respect to the use of Mimico Reformatory personnel, Mr. Taylor advised that the Ministry of Correctional Services was only capable of handling snow removal assistance to senior citizens on a small scale and due to their personnel limitations, they were unable to handle more than twenty-five locations south of Highway 5.

Mr. Taylor recommended:

- (a) That in the City of Mississauga, the responsibility for removing the windrow of snow left at driveway entrances following road snow plowing remain with the property owners.
- (b) That the City of Mississauga not pursue the additional use of Mimico Reformatory Personnel for removing snow from driveway entrances due to the limited number of personnel available.

File: F.05.03.01 See Recommendation #21 (J. Rogers)

APPROVED

March 18, 1982

ITEM 24 CONTINUED...

- (xviii) Hensall Street from Clarecrest Avenue to Tedwyn Drive
- (xix) Stanfield Road from Dundas Street to the Queensway
- (xx) Battleford Road from Glen Erin Drive to the M.T.C. roadway)
- (xxi) Creditview Road between Burnhamthorpe Road and Rathburn Road
- (xxii) Wiseman Court, north side, from Southdown Road to Nigel Road
- (xxiii) Brookhurst Road, south side, from Lewisham Drive to Tredmore Drive
- (xxiv) Seagull Drive, west side, from Truscott Drive to Brookhurst Road
- (xxv) Chalkwell Close, north side, from Sandgate Crescent to dead end.

(38-24-82) F.05.03.02

25. That the map of the City of Mississauga indicating the site locations of the approved 1982 Capital Works programme reviewed at the Public Works Committee Meeting held on November 18, 1981, and on file in the office of the Commissioner of Engineering and Works, be received.

(38-25-82) J.05.01

26. That the following recommendation of the Public Works Committee made at its meeting held on February 18, 1982, and considered and deferred by General Committee at its meeting held on March 4th, 1982, and reaffirmed at the Public Works Committee Meeting on March 18th, 1982, be adopted:

"That the following locations be included in the 1982 sidewalk construction programme for a total estimated cost of \$200,000. and that the necessary tender be called:



March 18, 1982

ITEM 26 CONTINUED...

Mississauga Road (east side) from Kedleston way to  
Comanche Road  
Lakeshore Road (north side) from Inverhouse Drive to  
Southdown Road  
Wolfedale Road (east side) from the C.P.R. to Gillian  
Street  
Airport Road (east side) from the Hilton Hotel to  
Airway Centre  
Fairview Road (south side) from Hurontario Street to  
Palgrave Road  
Dunbar Road (south side) from Confederation Parkway to  
Argyle Road  
Ripon Street (south side) from York Street to Airport  
Road  
Britannia Road (north side) from Ardsley Street to  
Ellesboro Drive  
Thamesgate Drive (south side) from Redstone Road to  
Airport Road  
Dixie Road (west side) from the Fairway Apartments to  
Dixie Plaza  
Burnhamthorpe Road (north side) from Tomken Road to  
Golden Orchard Drive  
Cawthra Road (east side) from Arbor Road to Cawthra  
Park

(38-26-82) F.06.03.03

27. That the Summary of Unfinished Business relating to the  
Public Works Committee as of March 15, 1982, be received.

(38-27-82) A.03.04.06

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MAY 20, 1982

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.06.03.03	1981 Road Needs Study
2.	F.06.01	The Credit Woodlands Pilot Project
3.	F.06.04.05	Unnecessary Stop Signs in the City of Mississauga
4.	F.05.04.02	Newspaper Refuse for Recycling
5.	F.05.03.02	Snow Removal from City Sidewalks
6.	A.02.04.06	Joint-Traffic Noise Study
7.	F.05.04.03	Brush Pick-Up
8.	A.03.04.06	Summary of Unfinished Business



May 20, 1982

ITEM 1 CONTINUED...

LOCATION	LIMITS		SUGGESTED CHANGE	
	FROM	TO	FROM	TO
Erindale Stn Rd.	Dundas St. W.	Burnhamthorpe	Now	Future
Erin Mills Pkwy. (west side)	Queensway	Dundas	Now	Future
Erin Mills Pkwy (west side)	Dundas St.	Old Burn. Rd.	Now	Future
Mavis Rd.	Dundas St.	Burnhamthorpe	Now Both Sides	Now One Side Only
Queensway W.	W.C. Blvd.	Speakman	Now Both Sides	Future Both Sides
Queensway E.	Dixie Rd.	Easterly	Now Both Sides	Now North Future South
Queensway W.	Cawthra Rd.	Hurontario	Now Both Sides	Now North Future South
Queensway W.	Mississauga	Glengarry	Future	Future
Queensway W.	Robin Dr.	Erin Mills	Now	Future

Mr. Taylor recommends:

- (a) That the report dated May 17, 1982, from the Commissioner of Engineering and Works regarding the 1981 Sidewalk Needs Study (Major Roads System), be received.
- (b) That the 1981 Sidewalk Needs Study for major roads in the City of Mississauga, dated January 21, 1982, prepared by the City of Mississauga Engineering and Works Department, as amended to incorporate the changes listed in the report dated May 17, 1982, from the Commissioner of Engineering and Works be used as the basis for determining future Capital Works Sidewalk Programmes.

File: F.06.03.03

RECOMMEND RECEIPT AND ADOPTION

May 20, 1982

ITEM 2 CONTINUED...

- (i) Credit Woodlands from O'Hagan Drive (north) to Erinmore Drive
  - (ii) Forestwood Drive from Lindenlea Drive westerly to The Credit Woodlands
  - (iii) McBride Avenue from Ellengale Drive to The Credit Woodlands
  - (iv) McBride Avenue from Erindale Station Road to Westlock Road
- (d) That all-way stops continue to be assessed by the Engineering Department according to the guidelines established and noted in the Credit Woodlands Pilot Project - Final Report dated February 15, 1979, and also in the more recent reports of May 7, 1981 and August 12, 1981, addressed to the Public Works Committee.

File: F.06.01

RECOMMEND ADOPTION

3. Report dated April 29, 1982, from the Commissioner of Engineering and Works advising that only one Ratepayers' Association, Meadowvale Village Community Association, had responded to the material circulated by Councillor Culham on unnecessary stop signs in the City of Mississauga, and this one was to the effect that they had no comments.

On May 21, 1981, the Public Works Committee considered a report dated May 7, 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga, in which he recommended that in view of the high energy consumption and other associated factors to the motoring public required to comply with the unwarranted all-way stop signs on residential streets, it is recommended that the "Criteria for the Installation of All-Way Stop Signs" contained in this report be adopted. In in this regard, the following recommendation was adopted by Council on June 5, 1981:

- (a) That the Commissioner of Engineering and Works be requested to prepare an information sheet setting out the warrants required for the installation of traffic control devices, particularly those required for all-way stop signs, in the City of Mississauga, and that this information sheet, accompanied by an explanatory letter from the Chairman of the Public Works Committee, be circulated to all Ratepayers Associations in the City of Mississauga requesting their comments to be considered at a future meeting of the Public Works Committee.



May 20, 1982

ITEM 3 CONTINUED...

- (b) That the report dated May 7, 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga, be deferred to the meeting of the Public Works Committee when the comments from the Ratepayers Associations are being considered.

Also attached to the agenda at that time was a letter from Mr. Edward B. Swinton of 3546 Autumn Harvest Drive, regarding stop signs in the Runningbrook Drive and Autumn Harvest Drive area and a letter from Miss Barbara Casey of 916 Tenth Street, regarding the number of "stop" signs on Alexandra Avenue.

At the Public Works Committee Meeting of August 13th, 1981, a report from the Commissioner of Engineering and Works, dated August 12, 1981, attaching the proposed "Criteria for the Installation of All-Way Stop Signs", was circulated to the members. In his report, the Commissioner detailed how the proposed warrants had been derived and gave examples of intersections where these warrants were satisfied and intersections where the warrants were not satisfied, but where all-way stops were installed. This report formed the basis of the material mailed to the Ratepayers Associations after it had been amended. A copy of the mailing to the Ratepayers' Associations is attached to this agenda.

In view of the response from the Ratepayers' Associations, the report from the Commissioner of Engineering and Works is now before the Committee for consideration.

Mr. Taylor recommends:

- (a) That the report dated April 29, 1982, from the Commissioner of Engineering and Works, advising that only one Ratepayers' Association, Meadowvale Village Community Association, had responded to the material circulated by Councillor Culham on unnecessary stop signs in the City of Mississauga, be received.
- (b) That the report dated May 7, 1982, from the Commissioner of Engineering and Works regarding unnecessary stop signs in the City of Mississauga, be adopted.

File: F.06.04.05

RECOMMEND RECEIPT AND ADOPTION

May 20, 1982

4. Report dated April 30, 1982, from the Commissioner of Engineering and Works, on the collection of newspaper refuse for recycling.

At the January 21st, 1982, meeting of the Public Works Committee, the subject of the distinction of refuse for recycling and refuse for disposal was discussed and the resulting recommendation was adopted by Council on February 8, 1982:

- (a) That Robran Construction, the City's refuse contractor, be required to provide once a month, by the 15th day of the month, a statement indicating the tonnage of paper collected separately by them in the previous month.
- (b) That Robran Construction be required to advise if the end user of the newspaper has accepted all the newspaper delivered to them by Robran Construction in the previous month.
- (c) That the Commissioner of Engineering and Works advise the Public Works Committee monthly on the tonnage of paper picked up, and if the end user has accepted all of the newspaper provided by Robran Construction.
- (d) That the Commissioner of Engineering and Works investigate whether or not Ontario Paper in St. Catharines is still willing to pick up in Mississauga all of the newspaper which the City of Mississauga can provide, either on an "as required", or a contract basis.

In his report dated April 30, 1982, Mr. Taylor advises that the tonnage of newspaper collected during normal daily garbage pick-up by Robran for the months of January, February and March was 15.22, 8.18 and 6.60 respectively, all of which has been delivered to a recycling plant. He further advises that Domtar Packaging Limited will accept all waste newsprint picked up in Mississauga for processing in their baling plant on Bramalea Road, which is being renovated to accept used newsprint in their liner board operation, or for processing in their other plants. With respect to Ontario Paper Company, Mr. Taylor confirms that this company does not require any newsprint from Mississauga at this time, since they have sufficient sources to fulfill their present needs.

May 20, 1982

ITEM 4 CONTINUED...

Mr. Taylor recommends:

"That the report dated April 30, 1982 from the Commissioner of Engineering and Works on Newspaper Refuse for Recycling, be received."

File: F.05.04.02

RECOMMEND ADOPTION

5. Report dated May 3, 1982, from the Commissioner of Engineering and Works outlining his comments on the "Region of Peel Joint Traffic Noise Study", a report which addresses the problems and proposes policies for noise abatement for the protection of existing residential properties along existing arterial roadways in the Region of Peel, City of Mississauga and City of Brampton.

The Traffic Noise Study was prepared with the joint participation of members of the Planning, Engineering and Works Departments of the Region of Peel and the Area Municipalities. The Study was received by Regional Council on December 17, 1981, and referred to the area Municipalities for comment prior to discussion and adoption of the various recommendations presented and the Region of Peel is currently awaiting the comments of the City of Mississauga.

Mr. Taylor advises that the inventory results in Mississauga record only one location (Goreway Drive south of Etude Drive containing direct commercial frontage) where noise levels exceed the maximum acceptable level of 70-dba, and seven other locations where noise levels are 66-dba or greater. Of all these locations, two on Southdown Road south of the Q.E.W. and one on Winston Churchill Boulevard north of Britannia Road, will be considered for noise attenuation retrofit programs in conjunction with future road improvements. All other locations are unsuitable for noise attenuation measures.

Mr. Taylor points out that of the recommendations contained in the Joint Traffic Noise Study, only recommendations 1 to 5 and 9 and 10 apply to the City of Mississauga. Mr. Taylor suggests that these be amended by the addition of the words underlined and recommends:

- (a) That the Council of the City of Mississauga adopt the following recommendations as amended, of the Region of Peel Joint-Traffic Noise Study, which apply to the City of Mississauga:



May 20, 1982

ITEM 5 CONTINUED...

1. That 70-dba be established as the peak hour noise level standard for outdoor recreational areas at the rear of the dwelling.
2. That existing residential sites with reversed frontage and experiencing noise levels of 70-dba or above, be considered for retrofit traffic noise attenuation, provided that the attenuation feature will reduce the noise level by 5-dba or greater, and subject to the availability of funds.
3. That proposed road widenings and reconstruction projects which will increase the traffic noise level to 70-dba or above within a five year period, include the construction of noise attenuation measures as part of the project where feasible, if it is possible to reduce the noise level by 5-dba or greater.
4. That any retrofit noise attenuation program which may be established be considered as a separate multi-year program within the five year Capital Budget.
5. That prior to the approval of any site for retrofit noise attenuation, the Ministry of Transportation and Communications be requested to consider such work for special subsidy over the normal subsidy allocation.
9. That any retrofit noise attenuation barrier be erected on the designated ultimate street limit and maintained by the road authority, and that new attenuation barriers constructed through conditions of development approval, be erected on private property and maintained by the owner, and that this condition be registered on title.
10. That the cost of noise attenuation within an individual dwelling be the responsibility of the owner.

- (b) That the Region of Peel be advised of the above recommendations.

File: A.02.04.06

RECOMMEND ADOPTION

May 20, 1982

6. Letter dated March 29, 1982, from Mr. Henry Docherty of 1176 Fleet Street, expressing his concern and disappointment that the Council of the City of Mississauga did not see fit to pass a by-law making it mandatory for residents of Mississauga to clear their sidewalks of snow within a 12-hour period of a snow fall or face penalty. Mr. Docherty suggests that perhaps Council could give consideration to having the question put to the electorate at the next Municipal Election.

Attached to the agenda is a copy of the report dated February 12, 1982, from the Commissioner of Engineering and Works, on snow removal, which report resulted in the Public Works Committee recommending to Council that the said by-law not be passed. The Public Works Committee's recommendation was subsequently adopted by Council on March 8, 1982.

During the Public Works Committee's deliberations on this particular matter, the Committee was advised that compulsory sidewalk shovelling was difficult to enforce; too many people were physically unable to shovel snow and Toronto's by-law produced no better results than experienced in Mississauga.

File: F.05.03.02

DIRECTION REQUIRED

7. Report dated May 11, 1982, from the Commissioner of Engineering and Works, regarding the pick-up of bundled brush from the side of the roads. This report is in response to inquiries made by Councillor Kennedy at the Council Meetings of March 29th and May 10th, 1982.

In his report, Mr. Taylor points out that bundled brush is automatically picked up during normal garbage collection, providing it conforms with the Garbage Collection By-law No. 217-81. In 1981, students were hired and successfully assisted the By-law Enforcement Section of the Building Department in persuading and educating people in conforming to the By-law. In 1982, arrangements have been made to hire three students to assist with a similar programme, which is already underway.

May 20, 1982

ITEM 7 CONTINUED...

Mr. Taylor recommends:

"That the By-law Enforcement Section of the Building Department monitor the placement of brush put out for collection and take whatever necessary action they deem appropriate to ensure compliance with the Garbage Collection By-law No. 217-81."

File: F.05.04.03

RECOMMEND ADOPTION

8. Summary of Unfinished Business relating to the Public Works Committee as of March 15, 1982.

Requests for Reports 38-81, 141-81, 49-82 and 110-82 to be deleted.

File: A.03.04.06

RECOMMEND RECEIPT



**MEMORANDUM**

To W.P. Taylor, Commissioner

From David J. Culham

Dept. Engineering & Works

Dept. Councillor Ward 6

March 1, 1982

Re: 1981 Sidewalk Needs Study  
Report January 31, 1982

RECEIVED FILE	
MAR 2 - 1982	
WPT	
6/6/82	
DD	

Dundas Street West, Winston Churchill Blvd. to Erin Mills Pkwy. is listed as a now priority for \$64,000.00. I see little need for this at this time and this priority should be changed to future. I would suggest that Dundas Street East, from Hurontario to Cawthra which is listed as a now should also be a future, that is in Z-14 on the south side for \$27,500.00.

Erindale Station Road from Dundas Street West to Burnhamthorpe Road is listed as a now item but it is listed for a length of 4,000 feet at a cost of \$44,000.00. I did not think that there was a 4,000 foot length left open and I question the total cost of that. I do think that this is a now need and a very important one but I think most of our roads and major arterial roads, especially in industrial areas, could have the sidewalks on one side as a higher priority.

Erin Mills Pkwy., Queensway to the Dundas is listed for the west side as a now need with 3,200 feet at \$35,200.00. I see this as a possible future need. The same goes for Erin Mills Pkwy. between Dundas and Old Burnhamthorpe on the west side, 4,000 feet at \$44,000.00. I see this as a possible future need.

From the Queen Elizabeth Way to the Dundas on the west side, it is listed as a now need. I see this as a future need that could be dealt with by development proposals.

There is Mavis Road, Dundas to Burnhamthorpe, I see the need for a sidewalk only on one side.

The Queensway West, from Winston Churchill Blvd. to Speakman Drive, both north and south, is listed as a now need. I see this as a future need.

Queensway West from Glengarry Road to Stavebank on the south side, I see that as a possible future need and not as a now need.

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- 2 -

On map Z-12 of the Queensway East of Dixie Road, you show a now need for both north and south portions of the Queensway. I see only one side as really a now need. I would relate the same comments for a portion of the Queensway on Z-13 from Cawthra to Dixie. I see a need for a sidewalk on the north side but certainly not on the south side on either of these portions of the Queensway.

My comments would also apply to the area between Hurontario and Cawthra for the Dixie. I do not see the need as a now need for the south side of the Queensway from Glengarry over to the other side of Mississauga Heights Drive.

I do not see the need for the sidewalk on the Queensway from Erin Mills Pkwy. to Robin Drive.

Cul.

David J. Culham

DJC/br

cc: E.M. Halliday



**MEMORANDUM**

1.6

Date To	Date By	Date
11/1		

To Mr. W. P. Taylor, P. Eng., Commissioner  
Dept. Engineering and Works

From Harold Kennedy  
Dept. Councillor, Ward 1

March 10, 1982.

**RE: 1981 SIDEWALK NEEDS STUDY**

With respect to the above noted, it is apparent that the category "Now Needs" should be detailed to a greater extent.

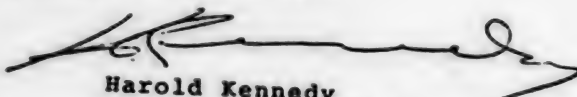
I would recommend that both "Now Needs" and "Future Needs" be both aggregated into those sidewalks which will be required to be constructed by the developer of the area including submissions to Committee of Adjustment and Land Division Committee.

The cost then of this Category 'A' would not then be a required budget item.

Category 'B', both "Now" and "Future" needs should then be dealt with on a request basis after being considered as outlined in "Criteria Used In Evaluating Requests For Walks" listed on page one of the 1981 Sidewalk Needs Study.

I believe this method would keep our Annual Budget to a minimum while providing only those sidewalks of absolute need.

All of which is respectfully submitted.

  
Harold Kennedy  
Councillor, Ward 1

HK/c  
cc: Mayor and Councillors  
Mr. E. M. Halliday





1.C

## City of Mississauga

## MEMORANDUM

RECEIVED

FILES: 17 111 82114  
11 141 00039

To: Chairman and Members

REGISTRY N: 5732

From: William P. Taylor, P.Eng.

Dept. Public Works Committee

DATE MAY 17 1982

Dept. Engineering and Works

P. W. DATE May 20/82

F. 06-03:03  
WORK'S DEPARTMENT

May 17, 1982.

SUBJECT: 1981 Sidewalk Needs Study (Major Roads System)

ORIGIN: Engineering &amp; Works

COMMENTS: As a result of the comments received on the Sidewalk Needs Study, we have reviewed the Study and recommend the following changes:

LOCATION	LIMITS		SUGGESTED CHANGE	
	FROM	TO	FROM	TO
Dundas St.W.	Erin Mills	W.C. Blvd.	Now	Future
Dundas St.E. South Side	Cawthra	Hurontario	Now	Future
Erindale Stn Rd.	Dundas St. W.	Burnhamthorpe	Now	Future
Erin Mills Pkwy (west side)	Queensway	Dundas	Now	Future
Erin Mills Pkwy (west side)	Dundas	Old Burn. Rd.	Now	Future
Mavis Rd.	Dundas	Burnhamthorpe	Now Both Sides	Now One Side Only
Queensway W.	W.C. Blvd.	Speakman	Now Both Sides	Future Both Sides
Queensway E.	Dixie Rd.	Easterly	Now Both Sides	Now North Future (S)
Queensway W.	Cawthra	Hurontario	Now Both Sides	Now North Future (S)

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May 17, 1982.

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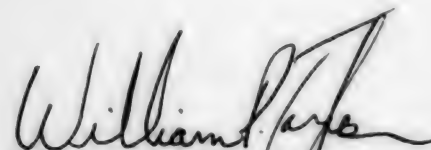
Chairman and Members  
of Public Works Committee

COMMENTS::  
(cont'd.)

LOCATION	LIMITS	SUGGESTED CHANGE
	FROM TO	FROM TO
Queensway W. Mississauga	Glengarry	Future Future
Queensway W. Robin Dr.	Erin Mills	Now Future

RECOMMENDATION: That the report dated May 17, 1982 from the Commissioner of Engineering & Works be received and the appropriate changes be made in the 1981 Sidewalk Needs Study.

JJP/cm  
SAE/TE

  
William P. Taylor, P. Eng.,  
Commissioner.

cc: E. M. Halliday



2.

# City of Mississauga

13 211 00024

## MEMORANDUM

To The Chairman and Members of From W. P. TAYLOR  
Public Works Committee  
Dept. CITY OF MISSISSAUGA ENGINEERING AND WORKS

March 24, 1982.

LADIES & GENTLEMEN:

SUBJECT:

The Credit Woodlands Pilot Project.

ORIGIN:

Engineering and Works Department

COMMENTS:

In February 1979, the Engineering Department presented to Public Works Committee the Final Report of the Credit Woodlands Pilot Project.

The purpose of this project was to determine the effects of various traffic control measures on rate of speed and cut through traffic in a defined neighbourhood. The final report was presented at a time when the initial construction stages of the Burnhamthorpe Road bridge were underway, and as this major transportation link was close in proximity to the study area, and was expected to have an impact on traffic patterns, it was decided that a further review of the Credit Woodlands study area after the opening of the bridge, would be performed.

This report deals with the findings of these most recent studies and recaps the findings of the earlier report. Our report dated February 15, 1979, entitled, The Credit Woodlands Pilot Project - Final Report, is attached for your reference.

The major components of the original study included Spot Speed Studies, Origin-Destination Studies, Accident Analysis, Stop Sign Observation and a Neighbourhood Questionnaire.

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For the purpose of this report, Vehicular Speeds, Origin-Destination Studies and Accident Analysis, were repeated to determine the effect the Burnhamthorpe Bridge opening had on the study area. As well, turning movement counts were performed at selected locations to determine the all-way stop warrant status. The results are as follows:

Vehicular Speeds

The following table illustrates the 85%-ile speed during the off-peak periods and peak periods of the day during each phase of the study:

	Before implement- ation of controls	After implement- ation of controls	Latest study after bridge opening
Posted speed	30 mph (48 km/h)	25 mph (40 km/h)	25 mph (40 km/h)
Observed 85%-ile off peak period	36.3 mph (58 km/h)	31.7 mph (50.6 km/h)	35.6 mph (57.5 km/h)
Observed 85%-ile peak period	36.6 mph (58.5 km/h)	31.6 mph (50.5 km/h)	35.7 mph (57.7 km/h)

It was indicated in the Final Report that vehicular speeds were somewhat reduced, however, it now appears that speeds have increased to the point where they are approximately equal to the speeds recorded prior to the implementation of traffic controls.

The reduced speeds found in the after study, may have been the result of the motorist's perception that enforcement of the relatively new controls was likely, and therefore, greater attention was given to the speed travelled. As time went on and the threat of enforcement diminished, speeds increased. This indicates that all-way stops and reduced speed limits have no significant long term effect on vehicular speeds, and it confirms the idea that motorists travel at a speed which is comfortable taking into consideration such variables as prevailing road and weather conditions, type of roadway, visual obstructions adjacent to the roadway, nature of development adjacent to the roadway, etc.

Origin-Destination Studies

Prior to the arterial improvements and implementation of traffic controls, it was found that approximately 41% of all vehicles entering all points of the neighbourhood during the a.m. and p.m. peak periods of the day, were found to be travelling through the study area using the collector road system (i.e. 1,784 vehicles of a total of 4,291 vehicles were cut-through). This figure was significantly reduced to the point where only 22% were found to be cut-through during the after study. (i.e. 827 vehicles of a total of 3,774 vehicles were cut-through).

Our latest studies reconfirm this amount with 19.22% of all vehicles entering being considered cut-through. This in terms of number of vehicles is 889 cut-through out of a total of 4,625 vehicles entering.

Recent Origin-Destination surveys conducted by this department in other areas of the City have indicated that cut-through percentages are approximately 20%. It appears that this figure is consistent in many areas and a reasonable assumption can be made that this is a level which can be expected on collector roads within neighbourhoods. Therefore, we do not foresee that the level of cut-through traffic in the Credit Woodlands will further diminish to any great extent despite whether controls (i.e. STOP signs) are expanded or removed. We feel the point of levelling off has been achieved.

It is apparent that there remains a desire to use the collector roads of the Credit Woodlands study area by the motorists who are using these roads as a through route. To accurately obtain reasons would require an extensive roadside interview study, however we speculate that the following reasons may explain a significant portion of this :

1. Motorists may be perceiving that they are avoiding congestion on the arterial roads especially during the peak hours of the peak periods albeit Burnhamthorpe Road is operating at capacity during peak periods.

2. Car pooling - traffic from outside the area is drawn into the area to pick up/drop off local residents.
3. Work and school trip interruption: Motorists drop off family members at school or work.
4. More desirable route: Motorists may find driving in the Credit Woodlands subdivision a more comfortable alternative to driving on the busy arterial network.

Prior to the opening of the Burnhamthorpe Road bridge, it may have been desirable to use Burnhamthorpe Road after crossing the Credit River on Dundas Street via the collector roads of the study area.

Traffic on Burnhamthorpe Road has increased to the point where it generally approaches or reaches capacity during the a.m. peak hour between the Credit River and Mavis Road.

Interaction of traffic between Dundas Street and Burnhamthorpe Road is no longer desirable as delays are experienced on both, especially eastbound in the morning peak period.

#### Accident Analysis

Accident records indicate that SEVEN (7) accidents have occurred at the all-way stop locations along Forestwood Drive and the Credit Woodlands. FIVE (5) of these accidents involved vehicles rear ending another vehicle at the STOP sign or losing control when attempting to avoid a rear end collision with a vehicle at the STOP sign on one of the above mentioned streets. This does not indicate a problem at a particular location, however, it does demonstrate that the presence of an all-way stop poses to be an accident hazard.

By comparison to the statistics after the initial study, we reported there was only one accident that could have been attributed to the new all-way stop controls. The FIVE (5) rear end collisions that have occurred represent a significant increase in these accidents which can be attributed to the all-way stops. At an all-way stop,



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- 5 -

generally the frequency of right angle collisions decrease, while rear end collisions increase. This statement is recorded in Traffic Engineering manuals resulting from exhaustive accident analysis and has also been verified by the rear end collision statistics in this study.

#### STOP Sign Observance

Studies of this nature were not included in this most recent review. However, recent studies conducted in other parts of the City indicate and confirm the fact that approximately 70% of the total vehicles approaching an all-way stop fail to execute a full stop and that approximately 20% of the total demonstrate a greater disregard by travelling through at speeds greater than 5 km/h. These figures are in line with the results mentioned in the Final Report.

#### All-Way Stop Analysis

Updated manual traffic counts were conducted at the following six existing all-way stop locations:

- (a) Credit Woodlands and Forestwood Drive
- (b) Credit Woodlands and Queenston Drive  
(south leg)
- (c) McBride Avenue and Ellengale Drive
- (d) McBride Avenue and Westlock Road
- (e) Forestwood Drive and McBride Avenue
- (f) Forestwood Drive and Valmarie Avenue

The above locations were chosen because it was felt that these were the only locations where existing all-way stops may be warranted based on the criteria for the installation of an all-way stop contained in the Credit Woodlands Pilot Project - Final Report dated February 15, 1979.

Of the six locations only one location -- Forestwood Drive and McBride Avenue came close to satisfying the criteria (98% and 100%).

The warrant values for the other locations are as follows:

- (a) Credit Woodlands and Forestwood Drive  
(207%, 53%)
- (b) Credit Woodlands and Queenston Drive  
(south leg) (140%, 75%)
- (c) McBride Avenue and Ellengale Drive  
(151%, 46%)

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- (d) McBride Avenue and Westlock Road  
(189%, 75%)
- (e) Forestwood Drive and Valmarie Avenue  
(174%, 49%)

CONCLUSIONS:

The opening of the Burnhamthorpe Road bridge has had little if any effect on cut through traffic associated with the Credit Woodlands study area.

Since Burnhamthorpe Road is now carrying capacity volumes during the a.m. peak, it has become a less desirable route for those motorists travelling on Dundas Street than it was before the bridge opened.

The level of congestion on Burnhamthorpe Road serves more to be a deterrent to cut through traffic than does the traffic controls implemented within the study area.

Speed studies also indicate that the all-way stops and reduced speed limits are not effective in reducing vehicular speeds. Studies in other areas have shown reasonable compliance at warranted all-way stop locations and in reduced speed zones for schools. The fact that poor compliance is experienced in the Credit Woodlands may indicate that motorists perceive no genuine need for these controls.

Traffic control devices have been developed to handle specific problems under certain circumstances. The motoring public in general are willing to adhere to these controls if an obvious need can be identified. When encountered in unfamiliar areas, respect for the control is honoured, the motorist trusting that a problem has been identified. The proliferation of such devices destroys this respect to the point where the general public (and not just a few habitually bad drivers) places no faith in them and therefore ignores their intent which is based on sound traffic engineering principles.

It is known that at least 80% of the traffic entering the subdivision is not considered cut through, and that an undetermined portion of the traffic considered cut through is probably cutting through for a valid reason.

Therefore, the all-way stops and reduced speed limits are serving to inconvenience primarily local residents and legitimate visitors to the area, and are not discouraging cut through traffic. Their removals will enhance traffic flow, reduce pollution, and reduce gas consumption. We feel it will also raise the level of respect for the remaining controls. If certain controls are removed, based on the study results we do not feel that there will be an upswing in the current level of cut through traffic through this neighbourhood. In fact we look forward to the opening of the final link of Highway 403 later this year to have a positive impact in reducing the level of congestion on Burnhamthorpe Road, Eglinton Avenue and Dundas Street.

The turning movement counts conducted reveal that only the intersection of Forestwood and McBride came close to satisfying the criteria. The Engineering Department would recommend the retention of this all-way stop location and the removal of all others within the study area.

Should Council see fit to retain more of the existing all-way stops within the neighbourhood the Engineering Department would recommend retention of the first five locations contained in recommendation no. 2 of this report as follows:

Credit Woodlands and Forestwood  
Credit Woodlands and Queenston  
McBride and Ellengale  
McBride and Westlock  
Forestwood and Valmarie

The remaining all-way stop locations within the neighbourhood were not counted since based on our traffic engineering experience, traffic volumes would not be sufficient to satisfy the warrants. These locations are as follows:

- (a) Credit Woodlands and Credit Heights Drive
- (b) Credit Heights Drive and Miraya Court
- (c) Credit Heights Drive and Killkee Gate
- (d) Credit Woodlands and Monaghan Circle
- (e) Queenston Drive and Ashcroft Crescent  
(north leg)



- (f) Erinmore Drive and Fellmore Drive
- (g) McBride Avenue and Carillion Avenue
- (h) Shadeland Drive and Verhoeven Drive
- (i) Fairdale Drive and Valmarie Avenue
- (j) McBride Avenue and Eaglemount Crescent
- (k) Forestwood Drive and Jessica Court

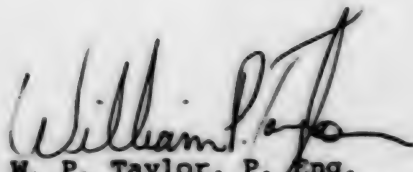
RECOMMENDATIONS:

1. That the existing all-way stop at the intersection of Forestwood Drive and McBride Avenue be retained.
2. That the following existing all-way stops be removed:
  - (a) Credit Woodlands and Forestwood Drive
  - (b) Credit Woodlands and Queenston Drive (south leg)
  - (c) McBride Avenue and Ellengale Drive
  - (d) McBride Avenue and Westlock Road
  - (e) Forestwood Drive and Valmarie Avenue
  - (f) Credit Woodlands and Credit Heights Drive
  - (g) Credit Heights Drive and Miraya Court
  - (h) Credit Heights Drive and Killkee Gate
  - (i) Credit Woodlands and Monaghan Circle
  - (j) Queenston Drive and Ashcroft Crescent (north leg)
  - (k) Erinmore Drive and Fellmore Drive
  - (l) McBride Avenue and Carillion Avenue
  - (m) Shadeland Drive and Verhoeven Drive
  - (n) Fairdale Drive and Valmarie Avenue
  - (o) McBride Avenue and Eaglemount Crescent
  - (p) Forestwood Drive and Jessica Court
3. That the speed limits on the collector roads within this subdivision be reverted to 50 km/h with the exception of the following as per current City practice of reducing limits to 40 km/h in school zones:
  - (a) Credit Woodlands from O'Hagan Drive (north) to Erinmore Drive
  - (b) Forestwood Drive from Lindenlea Drive westerly to the Credit Woodlands
  - (c) McBride Avenue from Ellengale Drive to the Credit Woodlands
  - (d) McBride Avenue from Erindale Station Road to Westlock Road

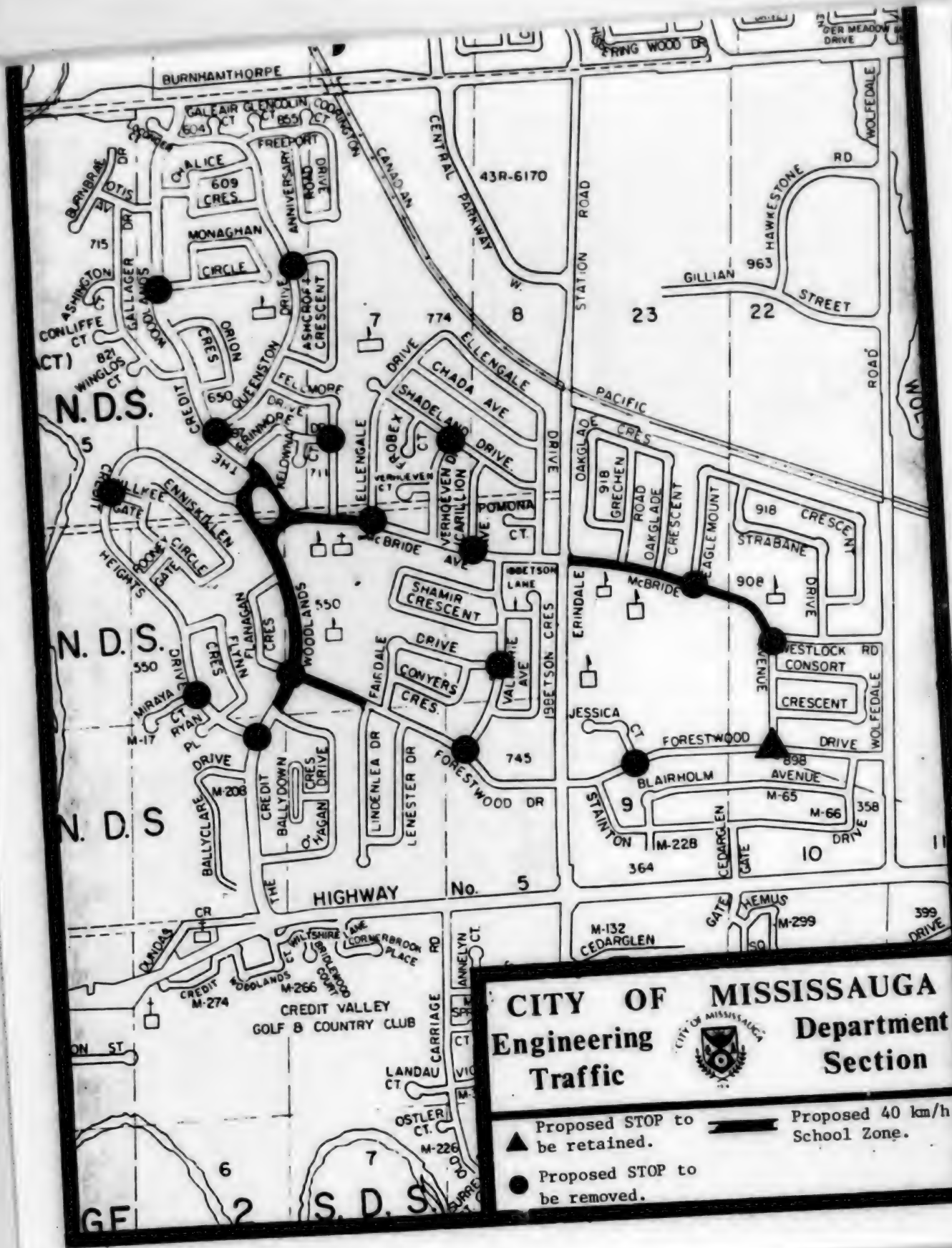
2. h

- 9 -

4. That all-way stops continue to be assessed by the Engineering Department according to the guidelines established and noted in the Credit Woodlands Pilot Project - Final Report dated February 15, 1979, and also in the more recent reports of May 7, 1981 and August 12, 1981, addressed to the Public Works Committee.

  
W. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

MBF/edm  
  
Attach.







2. j

City of Mississauga  
MEMORANDUM

FILE REF : 11 141 00039  
13 211 00024

To Chairman and Members From William P. Taylor, P.Eng., Commissioner  
Dept. Public Works Committee Dept. Engineering and Works

February 15, 1979

LADIES & GENTLEMEN :

SUBJECT : The Credit Woodlands Pilot Project - Final Report.  
SOURCE : Engineering and Works Department.  
COMMENTS : INTRODUCTION

The Engineering Department, at the request of the former Traffic and Transportation Committee, has undertaken The Credit Woodlands Pilot Project to evaluate means of regulating traffic within residential neighbourhoods throughout the City. It was the decision of this Committee to implement traffic controls such as speed reductions and all-way stop signs, in a selected neighbourhood and determine the effect of these controls by conducting studies before and after implementation.

This report contains the final results of the Pilot Project undertaken in The Credit Woodlands subdivision.

SUMMARY

BACKGROUND

Increasing vehicular volumes combined with operational deficiencies in the arterial road system encouraged motorists to use the collector road system of The Credit Woodlands to avoid congestion and delays.

In an effort to correct this situation, speed limits were reduced from 50 km/h (30 mph) to 40 km/h (25 mph) on McBride Avenue, Forestwood Drive and The Credit Woodlands.

continued ...

SUBJECT :

The Credit Woodlands Pilot Project - Final Report

COMMENTS :  
continued ...

Signal timing and phasing revisions including the installation of advanced greens on Dundas Street at Erindale Station Road and at Wolfedale Road, were completed.

All-way stops were erected at :

- 1) The Credit Woodlands at Credit Heights Drive
- 2) The Credit Woodlands at Forestwood Drive
- 3) The Credit Woodlands at Queenston Drive
- 4) The Credit Woodlands at Monaghan Circle
- 5) McBride Avenue at Ellengale Drive
- 6) McBride Avenue at Carillion Avenue
- 7) McBride Avenue at Eaglemount Crescent
- 8) McBride Avenue at Westlock Road
- 9) McBride Avenue at Forestwood Drive
- 10) Forestwood Drive at Jessica Court
- 11) Forestwood Drive at Valmarie Avenue

Additional all-way stops were installed at a later date at :

- 1) Shadeland Drive at Verhoeven Drive
- 2) Valmarie Avenue at Fairdale Drive
- 3) Credit Heights Drive at Miraya Court
- 4) Credit Heights Drive at Killkee Gate
- 5) Erinmore Drive at Fellmore Drive
- 6) Queenston Drive at Ashcroft Crescent

See Exhibit I.

At all roadways entering the study area, signs indicating "LOCAL TRAFFIC ONLY" were erected.

The combined effect of all these changes was a reduction in through traffic and vehicular speeds. However, there was an increase in the percentage of vehicles exceeding the speed limit. There was also a high percentage of vehicles not coming to a full stop at the new all-way stop locations.

Further reductions are anticipated as deficiencies on the arterial roads are corrected. Alterations to pavement markings to provide an eastbound left-turn lane have been instituted on Dundas Street at Wolfedale

continued ...

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- 3 -

## SUBJECT :

The Credit Woodlands Pilot Project - Final Report

## COMMENTS :

continued ...

Road. Widening of Dundas Street at Erindale Station Road to provide full channelization is now complete.

The construction of the Burnhamthorpe Bridge over the Credit River will add an important link to the arterial road system. It is expected to distribute the north-south volumes between Burnhamthorpe Road and Dundas Street to other arterial roads such as Erin Mills Parkway and Winston Churchill Blvd.

Studies conducted both before and after the implementation of controls, produced the following results :

VEHICULAR SPEEDS

Spot speed studies were conducted at six locations along the three collector roads within the study area, as follows :

- 1) The Credit Woodlands north of Monaghan Circle
- 2) The Credit Woodlands south of Credit Heights Drive
- 3) Forestwood Drive east of Fairdale Drive
- 4) Forestwood Drive east of Jessica Court
- 5) McBride Avenue west of Ellengale Drive
- 6) McBride Avenue west of Oakglade Crescent

The following tables summarize the important results of these studies, and indicate the average results at the six above noted locations :

85%-ILE SPEED m.p.h. (km/h).

	Before	After	Difference
Posted Speed Limit	30 m.p.h. (48 km/h)	25 m.p.h. (40 km/h)	5 m.p.h. (8 km/h)
Observed Speeds Off Peak Period	36.3 m.p.h. (58 km/h)	31.7 m.p.h. (50.6 km/h)	4.6 m.p.h. (7.4 km/h)
Observed Speeds Peak Period	36.6 m.p.h. (58.5 km/h)	31.6 m.p.h. (50.5 km/h)	5 m.p.h. (8 km/h)

continued ...



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- 5 -

SUBJECT :

The Credit Woodlands Pilot Project - Final Report

COMMENTS :  
continued ...

STOP SIGN OBSERVANCE

Stop sign observance studies were conducted at the locations where the original eleven all-way stop signs were installed.

An average of 78% of the total vehicles did not complete a full legal stop during the peak period, including 19% of the total which demonstrated a greater disregard for the stop condition by proceeding through at speeds greater than 3 m.p.h. (5 km/h).

During the off-peak period an average of 68% of the observed traffic failed to stop completely, including 19.7% at speeds greater than 3 m.p.h. (5 km/h). Once again, disregard for this traffic control device is generated when the motorists see no obvious need for it. This disregard may be hazardous at a location where a genuine warrant exists.

ORIGIN/DESTINATION STUDY

The average motorist who travels to and from work daily chooses a route which is comfortable for him according to his driving habits, avoiding delays, dangerous manoeuvres and congestion. It is a known fact that the motorist will travel many miles out of his way and extend his travel time if traffic delays along the shorter more direct route will be experienced. The fact that he is travelling along at a steady speed with only a few brief delays offers the feeling of reduced travel time, whether or not time is actually saved.

The natural barrier effect of the Credit River and the limited number of crossings forces eastbound traffic during the a.m. peak to funnel onto Dundas Street to make the crossing. Traffic then disperses to Burnhamthorpe Road by way of north-south arterials such as Erindale Station Road, Wolfedale Road and Mavis Road. However, congestion due to very high traffic volumes and lack of left-turn channelization at major intersections on Dundas Street, resulted in great delays.

continued ...

SUBJECT : The Credit Woodlands Pilot Project - Final Report

COMMENTS :  
continued ...

Of the 1000 questionnaires returned, 544 contained comments broken down as follows :

207 - 38% - in favour of the changes in traffic control

247 - 45% - opposed to the changes in traffic control

90 - 17% - Qualified : i.e. approved of changes, however, too many stop signs or enforcement is inadequate. Speeding still occurs and additional hazard of non-observance of traffic controls has been created.

Attached as Exhibit 4 to this report are selected comments of those in favour, opposed and qualified with respect to the changes made in traffic control. We trust you will peruse these to be aware of the concerns of those most directly affected by the traffic controls that were implemented in this project. The comments have been included in the ratio in which they were received, (i.e. 38% in favour; 45% opposed; 17% qualified).

#### ACCIDENT ANALYSIS

Detailed accident analysis of the eleven all-way stop locations for the one year preceding and one year following the erection of the stop signs, revealed that there was only one accident that could be directly attributed to the all-way stop control.

The number of accidents before and after implementation of the all-way stop controls, was not a significant problem. However, due to the recorded disobedience to the all-way stop controls, especially at school crossings, the potential for accidents has increased.

CONCLUSIONS : 1) All-way stop controls should be removed at the nine intersections as indicated in Exhibit 2. These installations are totally unwarranted and hinder and

continued ...

SUBJECT :

The Credit Woodlands Pilot Project - Final Report

CONCLUSIONS :  
continued ...

inconvenience only local traffic. As such, they are conducive to wide scale disrespect and disobedience as indicated by the results of the study, and often constitute a safety hazard, particularly for young children who place an undue reliance upon them.

- 2) All-way stop control may be retained at eight locations as indicated in Exhibit 2.
- 3) The results of the survey indicate a poor level of compliance with a reduced speed limit. It is recommended that only those 40 km/h zones consistent with existing City policy regarding school zones be retained and that speed limits on the remaining portions revert to 50 km/h. This action should correct the problems of compliance as the motorist will be aware that extra care is required in school zones.
- 4) The problem of some speeding vehicles exists on virtually any street within an urban area. The extent of the problem depends upon such factors as road design, volume of traffic, surface condition, visibility and sight distance and the type of vehicle in use.

Within a subdivision where low traffic volumes prevail, favourable road conditions on certain sections may encourage higher speed. High School students in this area driving vehicles to school have been a significant factor contributing to excessive speeds. Complaints regarding high speed can only be identified when proper studies are conducted. Any complaints regarding excessive speeds should be forwarded to the Police Department for enforcement after the problem is identified and/or confirmed by the Traffic Section.

- 5) Problems with cut-through traffic in a neighbourhood are generally related to deficiencies in the surrounding arterial street system. To avoid such problems, the following actions are essential :

continued ...



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- 9 -

SUBJECT :

The Credit Woodlands Pilot Project - Final Report

CONCLUSIONS :  
continued ...

- a) continued upgrading of arterial roads in response to traffic demands
- b) continual monitoring of operating conditions at key intersections to identify the need for improvements
- c) careful design of road patterns in new neighbourhoods to ensure adequate and convenient access for residents, while discouraging through traffic

- 6) There is an obvious need for guidelines to ensure that neighbourhood traffic controls are utilized in a reasonable and uniform manner throughout the City. As a result of this Pilot Project and many other studies, the following warrants have been developed for all-way stops.

Special consideration has been given to traffic conditions in residential areas by developing a residential warrant based upon 60% of the normal volumes.

CRITERIA FOR THE INSTALLATION OF ALL-WAY STOP SIGNS

All-way stop sign installation may be considered if any of the following conditions exist :

1) Volume

- a) Total vehicular volume entering the intersection from all approaches must average 300 per hour for any 8 hours of an average day. (24 hour equivalent approx. 4000 vehicles).
- b) In addition, the vehicular volume entering the intersection from the minor streets for the same 8 hours must average at least :
  - 1) 1/3 of the total volume entering the intersection (100 per hour minimum) in the case of a 4-way intersection,

or

continued ...

SUBJECT :

The Credit Woodlands Pilot Project - Final Report

CONCLUSIONS :  
continued ...

- ii) 1/4 of the total volume entering the intersection (75 per hour minimum) in the case of a 3-way intersection

2) Accidents

Five or more of types susceptible of correction by stop signs within a 12 month period, with satisfactory observance and enforcement of less restrictive control.

3) Visibility

The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 200 feet.

4) Residential Area

Volume warrants to be reduced to 60% of the values above if ALL of the following conditions are met :

- a) Both streets have residential frontage with existing speed limits of 50 km/h or less.
- b) Neither street is designated as an arterial or major collector street in the Official Plan.
- c) Neither street exceeds 40 feet of roadway width.
- d) No existing stop sign or signal is located on the more heavily travelled street within a distance of 800 feet.
- e) Roadways extend 800 feet or more away from the intersection on at least three sides
- f) Installation of an all-way stop is compatible with overall traffic circulation needs for the residential area.

continued ...

2.2  
SUBJECT:

The Credit Woodlands Pilot Project - Final Report

CONCLUSIONS:  
(continued)

5) OTHER FACTORS

Despite the foregoing, Council may decide what warrants it may feel best suited to the situation, and the signs may be installed based on none of the foregoing criteria.

RECOMMENDATIONS:

1 - That the following All-way stops be retained as illustrated in Exhibit 2 -

- a) The Credit Woodlands and Monaghan Circle
- b) The Credit Woodlands and Queenston Drive
- c) The Credit Woodlands and Forestwood Drive
- d) McBride Avenue and Ellengale Drive
- e) McBride Avenue and Eaglemount Crescent
- f) McBride Avenue and Westlock Road
- g) McBride Avenue and Forestwood Drive
- h) Forestwood Drive and Valmarie Avenue

2 - That the following All-way stops be considered for removal after completion of the Burnhamthorpe Road Bridge - illustrated in Exhibit 2 -

- a) Queenston Drive and Ashcroft Crescent (north leg)
- b) Fellmore Drive and Erinmore Drive
- c) Valmarie Avenue and Fairdale Drive
- d) McBride Avenue and Carillion Avenue
- e) Miraya Court and Credit Heights Drive
- f) Killkee Gate and Credit Heights Drive
- g) Forestwood Drive and Jessica Court
- h) Shadeland Drive and Verhoeven Drive
- i) The Credit Woodlands and Credit Heights Drive

3 - That the speed limits on the collector roads within this subdivision be reverted to 50 km/h with the exception of: (as illustrated in Exhibit 2).

- a) The Credit Woodlands between O'Hagan Drive (North) and Erinmore Drive
- b) Forestwood Drive from Lindenlea Drive westerly to The Credit Woodlands
- c) McBride Avenue from Ellengale Drive to The Credit Woodlands
- d) McBride Avenue between Erindale Station Road and Westlock Road

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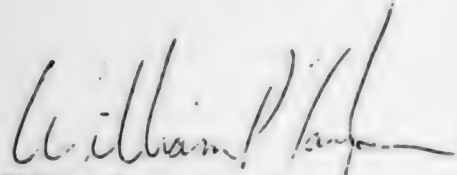
L. H

SUBJECT:

The Credit Woodlands Pilot Project - Final Report

RECOMMENDATIONS:  
(continued)

- 4 - That 40 km/h speed limits be reserved for streets within the boundaries of school frontages and on streets having heavy school pedestrian volumes.
- 5 - That all new subdivision plans be such as to encourage high volume traffic on the collector and arterial streets.
- 6 - That all-way stops be installed on the basis of the criteria established in this report.



William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works Department.

att.

c.c. E. M. Halliday,  
K. A. Cowan,  
R. G. B. Edmunds,  
L. F. Love,  
D. A. R. Ogilvie.

RKW:MBF:jb







2-X

THE CREDIT WOODLANDS PILOT PROJECT

THROUGH TRAFFIC STUDY

	<u>Before</u>	<u>After</u>	<u>Difference</u>
Burnhamthorpe Road @ The Credit Woodlands	282/606* 46.53%	138/282 21.73%	144/-29
Dundas Street @ The Credit Woodlands	423/964 43.87%	188/752 25.00%	235/212
Erindale Station Road @ McBride Avenue (westbound)	303/824 36.77%	80/396 20.20%	223/428
Erindale Station Road @ McBride Avenue (eastbound)	161/312 51.60%	47/332 14.15%	114/-20
Erindale Station Road @ Forestwood Drive (westbound)	172/552 31.15%	93/548 16.97%	79/4
Erindale Station Road @ Forestwood Drive (eastbound)	166/319 52.03%	111/263 42.20%	55/56
Wolfedale Road @ Westlock Road	135/381 35.43%	89/495 17.97%	46/-14
Wolfedale Road @ Forestwood Drive	117/268 43.65%	70/252 27.77%	47/16
Dundas Street @ Cedarglen Gate	25/65 38.46%	11/101 10.89%	14/-36
TOTAL (all entrances) :	1784/4291 41.57%	827/3774 21.91%	957/517

\*Total through vehicles → 282/606 ← Total vehicles entering  
 % Through traffic → 46.53

COMMENTS RECEIVED ON QUESTIONNAIRE

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A. Comments in favour of changes :

1. Since no sidewalks are provided along Credit Heights Drive the speed should be controlled and reduced by additional STOP signs
2. While as a driver I recognized a certain inconvenience from the all-way stop concept, as a parent I am most willing to live with that inconvenience to improve traffic safety in all Mississauga neighbourhoods. Significant speeding still occurs on Forestwood Drive between The Credit Woodlands and Valmarie Drive.
3. The system in itself is good. The system would be very much improved if it were ENFORCED. The majority of drivers on McBride Avenue ignore the 25 mph limit. To my knowledge there has not been a police speed trap since the new signs came in. Motorists do not come to a full stop at the all-way stop signs - they merely slow down in many cases, and then accelerate at a high rate of speed. The key to success in controlling the local traffic is police enforcement of the regulations. To my mind this has not been done.
4. Question 2 which asks about traffic volumes has reduced people cutting through from Dundas to Burnhamthorpe on the Credit Woodlands which I agree with. McBride is now safer because of the all-way stops which was a good move. The small volume will remain the same because of the residents getting in and out of the Woodlands. In my opinion the measures implemented were well planned and certainly enhance the safety of the neighbourhood.
5. As a resident of this subdivision for nine years, I had watched the volume of traffic (especially on McBride) increase rapidly. Prior to the all-way stops it had become almost impossible to cross McBride without running. When my children (4) were younger, I often had to pick them up and run across in order to get them all safely across. Besides decreasing speed, I believe the all-way stops have effectively channelled through traffic away from our side streets. If you could just convince the Transit Co. to use the small buses in the subdivision and keep the larger ones for Dundas, Burnhamthorpe etc. the Woodlands would be a terrific place to live.
6. Living very close to the Dundas highway it has always been very difficult to get out of our driveway in the morning on to Credit Woodlands as the traffic was always going very fast and steady by our house. With the stop signs at Credit Woodlands and Credit Heights the traffic cannot gather too much speed by our house - hence no problems for us. We are VERY pleased. If we are in a hurry and want to go to Burnhamthorpe we go to the Dundas and up, Erindale Station Road, otherwise we still use Credit Woodlands going north.

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7. It has come to our attention that people tend to drag from the lights at #5 to the first STOP sign at Credit Heights. This seems to occur from 4 pm to 7 pm when many are in a hurry to get home. Excess dragging also occurs late at night. People tend to drive this stretch at speeds of up to 50 mph. Passing of slower cars on this stretch is also a very common occurrence. A STOP sign at O'Hagan would put a stop to this nonsense. However, the signs have done a remarkable job in reducing volume flow and it is nice to be able to back out of our driveway without a ten minute wait.
8. The speed limit in this area should be cut down to 15 mph since there are three schools within the area. Some people have no regards for school children passing, they just ignore them doing about 50 mph. The STOP signs are effective because it allows children to pass when the cars stop.

B. Comments not in favour of changes :

1. In a community such as this which is totally dependent on the automobile, I feel the Traffic Department should be directing its attention to moving traffic smoothly, safely and efficiently not trying to totally impede it. Your massive planting of all-way stops at innocuous T-intersections borders on the ridiculous. What are you trying to do - make our roads into playgrounds? A 25 mph speed limit with numerous stops means a travel through rate of less than 10 mph. Baby sitting is not your responsibility. We commuters have enough frustrations to contend with without you going out of your way to aggravate conditions.
2. For a very large number of residents (those to the west of the red line on the map), the only practical route to the north-east or south-west is Credit Woodlands. Efforts to reduce traffic on this street stand little chance of success because the bulk of traffic is made up of cars from the Woodlands. In effect, regardless of any official plan, Credit Woodlands is a minor arterial road and as such, most of the all-way stop signs should be removed.

There is a very real potential danger with the all-way stop signs because bike riders are ignoring them completely. I have lost count of the number of times I have seen a biker just ride right through and on two occasions I have nearly hit one. This attitude is to be expected; as more and more political stop signs spring up there is less and less respect for all stop signs, even the needed ones.

As far as reducing speed is concerned, the only effective way to stop speeders is the use of radar traps. A person determined to speed through a street does not care what the speed limit is. The 25 mph limit serves no useful purpose, it simply slows down further those people who were already obeying the limit.

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The whole notion that the residents of a neighbourhood have some special rights to the streets near their homes is nonsense. They have a right to expect that drivers driving dangerously be apprehended but they have no right to say "these streets are ours, everybody else keep out". The acceptance of this idea by the Traffic Dept is one more symptom of a syndrome infecting it. It appears that it will not be satisfied until all traffic in Mississauga comes to a halt and will continue putting up unnecessary unsynchronized stop lights and unnecessary stop signs to accomplish this objective.

In a time when everybody is being urged to conserve energy and protect the environment, the promulgation of policies designed to waste fuel by frequent stops and starts and create more pollution from exhaust fumes and asbestos dust seems ill advised at the very least.

Even if there had been a significant change in traffic volumes or speeds, the experiment was very poorly designed. Four variables were changed at one time in an uncontrolled experiment so that if it had been successful it would be impossible to ascertain why.

3. Speed limitations and stop signs do not reduce traffic volumes. They merely redirect them to a less convenient or efficient routing. I do NOT agree with their use for that purpose. Why divert traffic to a more congested or less efficient routing? What are roads for anyway? Speed limits and stop signs should be used for safety reasons and I very much object to them being used otherwise as is being done in Mississauga.
4. Should raise speed limit back up to 30 mph. I am totally against this selfish project on the part of residents. We have to get to work etc. and every neighbourhood busybody doesn't want cars through their area (e.g. Erindale Station Road south of Dundas, also area around Mississauga Hospital). People have to get around, the only way out of this is not allow cars in Mississauga. If this type of mentality continues, I for one will be moving out of Mississauga. Applewood Hills is ridiculous. In the case of Credit Woodlands, why not install a NO LEFT TURN sign at Dundas effective during rush hour - it would keep through traffic out, and all stops could be dropped. I could go on for pages re why I am opposed.
5. It doesn't decrease speeding it only irritates the driver which might lead to carelessness or increased take off speeds. You stop and start enough without consuming gas unnecessarily. Parents should be responsible for their children playing on busy streets. There are backyards and ample recreational parks and school grounds. Stop signs for turning purposes are great, but useless and unnecessary signs are a waste of time, and a waste of money which should be used in repairing the roads. Because you are overdoing the stop sign bit you are almost forcing drivers to run them in order to get anywhere. To decrease speed on the road one needs to decrease the speed at which people are living.

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continued

5. The all-way stop signs are a terrible nuisance both for drivers and residents. As a driver I am putting more wear and tear on my car by stopping at what seems to be every block. Alternate stops would be just as effective to reduce traffic flow. As a resident I am being subjected to a much higher level of noisy stops and tire squealing starts both day and night. Lower, reasonable speeds make sense but the installation of stop signs at what seems to be every intersection in Mississauga is wasteful, ineffective and because of increased noise levels from braking and acceleration, disruptive.

6. Traffic cannot be legislated away with stop signs and traffic signals. A speed limit of 25 mph is unrealistic combined with harrassing stop signs. We see more cars travelling at 40 mph now than with the old 30 mph limit. I have not seen one car travelling at 25 mph in the Woodlands since the change.

The all-way stops are dangerous, during winter in particular, as experienced by many drivers. The all-way stop signs are mis-used here (abused) for effective and safe traffic control. People tend to treat them with contempt if they are used to force them to stop for nothing.

To encourage people to use Erindale Station Road it would be necessary to improve the bumpy railway level crossing and the removal of the two extravagant lights on Erindale Station Road.

The residents of the Woodlands are the people most inconvenienced by the imposed restrictions since they have to use the roads daily. Transit traffic will not be discouraged by harrassment. Drivers will just put up with it if no convenient or suitable alternate route is existing.

To sum up : I consider the present traffic control system a gross imposition on the residents of the Woodlands and to judge by the results over the last year, the experiment (?) can be considered a complete failure.

7. Since the advent of the introduction of the stop signs, traffic in the Woodlands has become dangerous. There is no other way to describe it. Cars now travel twice as fast between stop signs as they did before. The number of children in the area has increased drastically and are a real problem, because they play in the middle of the road, and do not seem to know that bicycles must follow traffic flow rather than oppose it. With the price of fuel going up another nickel a gallon, one would think that the idea should be to keep traffic moving at an even pace, rather than stop and start which these stop signs have produced.

My final grievance is that the amount of police patrols at night seem to have reduced. Now when I wake up in the morning my first job is to sweep up the broken glass in front of my driveway, after that, I can pick up the paper and rubbish that is there because the garbage can

continued ...



in the park at the traffic circle has been overturned again. The people in this area know who the culprits are and have phoned the Police when these juveniles are there. I myself phoned twice within a six hour period and waited, unfortunately no police car ever responded.

8. After living in this area for nine years I am extremely disappointed in the traffic patterns in the City of Mississauga. Hundreds of residential areas have been built with NO thought to traffic flow and commuters. As a result, commuting time has tripled in a few years. Travelling is a nightmare!! It is necessary to take cut through to get anywhere at rush hours since existing highways are clogged, and still there is no thought being given to major expressways in the near future. Even highways such as #5 and #10 have stop lights every few blocks which is a disgrace. Travelling by car is a necessity since public transportation is antiquated and much too congested, and SLOW, SLOW, SLOW!!

9. At a time when it is crucial to save energy and fight pollution and practice economy, I strongly object to these stop signs at every corner for the following reasons :

- a. Stopping and starting uses more gas
- b. Stopping and starting puts more pollutants in the air
- c. Stopping and starting causes more noise pollution - engine noise and screeching tires
- d. More wear and tear on car brakes, tires, transmission and engine parts which is an added expense to me personally

C. Qualified comments :

1. Although I had my doubts about the placing of some signs, they seem to have worked out satisfactorily. The sign at Monaghan seems redundant as far as cars exiting from that street, but it does slow most of the traffic effectively. Originally I felt that stop would serve more drivers better at Gallagher or this intersection on the Woodlands as there are more cars to use it, but there seems no problem with its location at Monaghan and it serves the school crossing well. There is more problem backing into the Woodlands traffic from my home because the passing cars are all strung along at equal intervals - possibly the only drawback.
2. The whole idea is great in general. However, something should be done about pedestrians and bicycle traffic at all stop locations. In my opinion 80% plus of these do not obey the signs with special regard to bicycles. These people simply defy the stop signs. I am sure if this is not controlled there will be a fatality or serious injury soon, and no doubt the motorised vehicle driver will be blamed.





3.

# City of Mississauga

FILE REF : 11 141 00039  
13 211 00207

## MEMORANDUM

To: Chairman and Members of Public Works Committee  
City of Mississauga  
Dept. \_\_\_\_\_

William P. Taylor, P.Eng., Commissioner  
Engineering and Works  
REGISTRY No. 5227

DATE MAY 5 1982

P. W. DATE May 20/82

FILE No. F-0604-05

April 29, 1982

CLERK'S DEPARTMENT

### LADIES & GENTLEMEN :

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

SOURCE : Engineering and Works Department

COMMENTS : In October of 1981 Councillor D.J. Culham, Chairman of the Public Works Committee circulated to the Presidents of all Ratepayers Associations in the City of Mississauga, the staff report dated August 12, 1982 concerning Unnecessary STOP signs in the City of Mississauga.

In a covering letter the Associations were requested for their views. To date the Engineering and Works Department and the Clerks Department have received only one reply. For the information of the Public Works Committee we attach a copy of the letter from Mr. Manfred Bender of the Meadowvale Village Community Association.

RECOMMENDATION : That this report dated April 29, 1982, from the Commissioner of the Engineering and Works Department concerning responses received from the Ratepayers Associations regarding Unnecessary STOP signs in the City of Mississauga, be received.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department

Att.

cc : E.M. Halliday

WPT:jb

*to Engineering* **MVA**

Meadowvale Village Community Association  
Box #44 - Meadowvale Village, Ontario  
L0J 1K0 457-2045

210  
3.0

November 3, 1981.

City of Mississauga,  
Public Works Committee,  
1 City Centre Drive,  
MISSISSAUGA, Ontario. L5B 1M2

Att'n: Councillor D.J. Culham, Chairman

Dear Councillor Culham:

Re: 'Stop Signs'

Thank you for your letter of October 14th wherein you forwarded copies of staff reports and information regarding Stop Signs in the Mississauga area.

We have perused these reports, but as they do not pertain to our immediate area, we have no comments to make in this regard.

Once again, thank you for your communication.

Yours very truly,

MEADOWVALE VILLAGE COMMUNITY ASSOC.

*Manfred Bender*  
Manfred Bender,  
Roads Committee

MB:ph

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<i>M.P.</i>	<i>11/11</i>
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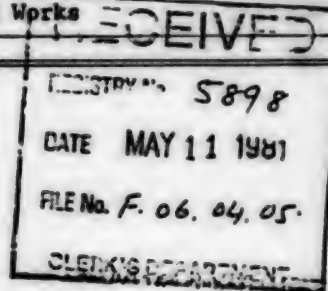
City of Mississauga

MEMORANDUM

FILE REF : 11 141 00030  
13 211 00207

To: The Chairman and Members of  
Public Works Committee  
City of Mississauga  
Dept. \_\_\_\_\_

From: William P. Taylor, P.Eng., Commissioner  
Dept. Engineering and Works



P. W. DATE \_\_\_\_\_

REQUEST NO's. 64-81 and 82-81.  
and 161-79

May 7, 1981

LADIES & GENTLEMEN :

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

SOURCE : Deputation made by Mr. D. Hoerz at the Council  
meeting held on March 30, 1981.

Letter dated March 11, 1981, from Mr. W. Marshall,  
3337 Queen Frederica Drive, Mississauga, L4Y 2Z9.

COMMENTS : At its meeting of March 30, 1981, Mr. D. Hoerz  
appeared before Council to speak on a number of  
matters of concern to him.

One of his concerns was the installation of unwarranted  
STOP signs in Mississauga. Mr. Hoerz's suggestion was  
that consideration be given to STOP signs on one street  
and YIELD signs under the intersecting street. This  
suggestion is not workable and would result in con-  
flicting modes of control at an intersection, and one  
that is not permitted under the Highway Traffic Act.

Under the Highway Traffic Act, when approaching a STOP  
sign, a motorist is required to bring the vehicle to a  
full stop immediately before entering the intersection  
and shall yield the right-of-way to traffic in the  
intersection or approaching the intersection. The  
motorist approaching a YIELD sign must, as required by  
the Highway Traffic Act, slow down to a reasonable speed  
or stop if necessary, and shall yield the right-of-way  
to traffic in the intersection or approaching the inter-  
section. Therefore, you would have a vehicle on one  
street slowing down and yielding the right-of-way to  
another vehicle which is required to stop under the  
Highway Traffic Act.

continued ...



3.c

- 2 -

SUBJECT :

Unnecessary STOP signs in the City of Mississauga.

COMMENTS :  
continued ...

Also, at its meeting of April 27, 1981, Council referred to the attached letter from Mr. W. Marshall to the Public Works Committee for report. Mr. Marshall also expressed concern about the over abundance of STOP signs and the wasting of energy caused by them. He also expressed concern regarding the wasting of energy while stopped at traffic signals.

Mr. Marshall referred to the traffic signals at Blundell Road and Dixie Road which are under the jurisdiction of the Region of Peel. The Region of Peel has been advised of this complaint and will be investigating and replying accordingly.

The City has set up its existing traffic signal equipment to handle the traffic volumes in the most efficient manner, however no further major improvements in traffic flow efficiency can be achieved until the traffic signals are interconnected and co-ordinated. As Council is aware, a study is currently under way for the connection of the traffic signals in Mississauga to a central control computer.

The City of Mississauga presently has 170 existing multi-way stops. Without an extensive review of the past files, it is difficult to determine the exact number of these multi-way stops which are not warranted on the basis of sound engineering practice, however our estimate would be that 80% of the existing multi-way stops are unwarranted and were installed by resolution of Council.

The Credit Woodlands Pilot Project - Final Report which was received by Council at its meeting of March 12, 1979, recommended that all-way stops be installed on the basis of criteria contained in the report. This report was referred to the Traffic Safety Council for comment and it was subsequently recommended that a traffic study be done after the opening of the Burnhamthorpe Road Bridge over the Credit River.

The following are the Traffic Engineering criteria contained in the Credit Woodlands Pilot Project - Final Report :

continued ...

SUBJECT :

Unnecessary STOP signs in the City of Mississauga.

COMMENTS :  
continued ...

CRITERIA FOR THE INSTALLATION OF ALL-WAY STOP SIGNS

All-way stop sign installation may be considered if any of the following conditions exist :

1. Volume

a) Total vehicular volume entering the intersection from all approaches must average 300 per hour for any eight hours of an average day. (Twenty-four hours equivalent approximately 4,000 vehicles).

b) In addition, the vehicular volume entering the intersection from the minor streets for the same eight hours must average at least :

i)  $\frac{1}{3}$  of the total volume entering the intersection (100 per hour minimum) in the case of a 4-way intersection

or

ii)  $\frac{1}{4}$  of the total volume entering the intersection (75 per hour minimum) in the case of a 3-way intersection

2. Accidents

Five or more of types susceptible of correction by STOP signs within a 12 month period, with satisfactory observance and enforcement of less restrictive control.

3. Visibility

The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 200 ft.

4. Residential Area

Volume warrants to be reduced to 60% of the values above if ALL of the following conditions are met :

a) Both streets have residential frontage with existing speed limits of 50 km/h or less

b) Neither street is designated as an arterial or major collector street in the Official Plan

continued ...

3.e

- 4 -

SUBJECT :

Unnecessary STOP signs in the City of Mississauga.

COMMENTS :  
continued ...

- c) Neither street exceeds 40 ft. of roadway width
- d) No existing STOP sign or signal is located on the more heavily travelled street within a distance of 800 ft.
- e) Roadways extend 800 ft. or more away from the intersection on at least three sides
- f) Installation of an all-way stop is compatible with overall traffic circulation needs for the residential area

These traffic engineering criteria were developed and are used by the Traffic Section to ensure that neighbourhood traffic control measures are utilized in a reasonable and uniform manner throughout the City. It should be noted that these criteria have two sections. Section 1 is designated the full warrant, and the second section is designated for residential areas. The volume warrants for the residential areas represent 60% of the full warrant and have been developed to give special consideration to traffic conditions in residential areas.

As indicated previously a conservative estimate of the number of unwarranted all-way stops is 80% of the total, or 134 locations.

Most of the unwarranted all-way stops have been installed for the purposes of speed control and/or discouraging traffic which is not local to the street in question. Studies and experience have shown that the signs are not generally effective in reducing speed along the overall section of roadway and in fact, may cause an increase in vehicle speed on the roadway sections beyond the all-way stop. The use of all-way stops for speed control or cut through traffic can eventually produce very serious consequences. The Police cannot be on hand at all locations at all times to ensure observance of these devices. Voluntary observance is forthcoming only for so long as the driver can recognize the logic behind the use of the STOP sign. As soon as widespread misuse

continued ...



## SUBJECT :

Unnecessary STOP signs in the City of Mississauga.

COMMENTS :  
continued ...

becomes obvious, observance starts to decrease, not only at the one location where a particular driver may be exposed to it, but all locations where the same device is used. This effect becomes particularly important where children cross at the intersection and can be lulled into a false sense of security by the placement of the STOP sign. Other pedestrians and drivers on the minor road also can be given a false sense of security.

STOP sign observance studies were conducted at locations in the Credit Woodlands under the Credit Woodlands Pilot Project. These studies found that an average of 78% of the total vehicles did not complete a full legal stop during the peak period, including 19% of the total vehicular volumes which demonstrated a total disregard for the stop condition by proceeding through at speeds greater than 5 km/h (3 mph). During the off peak period an average of 68% of the observed traffic did not stop completely including 19.7% at speeds greater than 5 km/h (3 mph).

There have been numerous studies to determine the fuel consumption a vehicle uses when going through a stop-go cycle. It has been found that a vehicle consumes approximately 0.0367 litres of gasoline when decelerating from a speed of approximately 50 km/h to a stop, and then accelerates to a speed of approximately 50 km/h again. This consumption assumes essentially no idling time which would be the situation encountered on the major road at an all-way stop when the intersecting street and its traffic volumes are of a minor nature.

The attached chart indicates the consumption of gasoline at a STOP sign during a stop-go cycle on a daily and annual basis for various Average Daily Traffic volumes on a roadway. The chart also shows the annual gasoline costs based on an average cost of 34¢/litre. These calculations do not include fuel consumed during idling at an intersection. If an all-way stop is installed on a major road, there would be idling time involved which would increase fuel consumption.

A preliminary review of representative unwarranted all-way stop locations has indicated that the average AADT on the major road at these locations is approximately

continued ...

3.9

SUBJECT :

Unnecessary STOP signs in the City of Mississauga

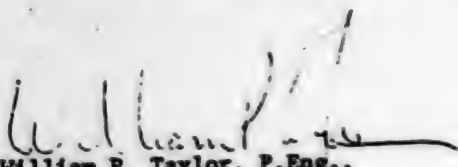
COMMENTS :  
continued ...

3,000 per day. The average gasoline consumption on the major street would average 40,187 litres/year (8,832 gallons/year) per all-way stop. The total average cost of gasoline per intersection would be \$13,664. Therefore, as there are approximately 136 unwarranted all-way stop locations in the City, the total amount of gasoline consumed at all of these locations by vehicles on the major road is approximately 5,465,432 litres/year (1,201,560 gallons/year) at a total cost of \$1,800,000/year.

It should be noted that there are other factors in addition to energy that should be considered when installing an all-way stop, such as pollution, nuisance, vehicular maintenance and increased accident experience.

RECOMMENDATION :

In view of the high energy consumption and other associated factors to the motoring public required to comply with the unwarranted all-way stop signs on residential streets, it is recommended that the "Criteria for the Installation of All-Way Stop Signs" contained in this report be adopted.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department

Att.

cc : E.M. Halliday

 JWT:jb

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APR 14 1981

MAYOR'S OFFICE

L4Y229

March 11, 81

4649

APR 15 1981

F.06.04.05

## They're \$750,000 gas guzzlers

By Susan Pigg Toronto Star

Fewer stop signs could save Metro drivers more than 500,000 gallons of gasoline each year, says North York's traffic commissioner.

Syd Cole has argued during the past five years that such municipalities as North York should remove unnecessary signs because each needless stop and start eats up thousands of gallons of gasoline annually.

Cole has finally won support for his energy-conservation efforts in the Metropolitan Toronto-Area Transportation Energy Study commissioned by Metro, the TTC and the Ministry of Transportation and Communications.

Among energy-saving recommendations in the four-volume report is what Metro roads commissioner Sam Cass calls "the most



simple, but the hardest (recommendation) to implement" — elimination of the red and white signs that have sprouted up on hundreds of street corners in the past few years.

"We're talking about a very gigantic saving of gas, but the

possibility of implementing it would probably be zilch," Cass said in an interview yesterday.

Cole said many signs have been springing up recently because of residents' pressure on aldermen to erect signs for fear of losing votes.

Cole said studies indicate each needless stop and acceleration in a 30-mile-an-hour zone wastes about 1/100 of a gallon of gas at a cost of about 1.5 cents each time.

He said traffic studies done in North York indicate the volume of traffic stopped and started at its 268 four-way stops each day adds up to about 100,000 gallons of wasted gas each year — and about five times that much in the whole of Metro.

And that estimated 500,000 gallon waste has a staggering price tag for Metro drivers of about \$750,000.

DEAR MAYOR:

The above article was in a recent issue of the Toronto Star.

I have removed it to send to you because I believe that MISSISSAUGA has an over-abundance of our own "T" signs and that we too are not doing anything to help the fuel shortage. We are also spending untold dollars paying for gas that is used up while sitting motionless at useless traffic lights. Just to mention one....the bite at the corner just south of Dundas on Dixie that allows drivers to enter & leave the diver test area. This is not used at nite yet there we sit idling, wasting gas. Many streets have far too many stop signs just as the story says. It's extensive & annoying.

hope you can do something to alleviate this problem and in any case keep up your good work.

Yours truly

Walter Marshall

Report for Report # 82-81

FOR REPORT TO GENERAL COMMITTEE

April 27/81



EXCESS GASOLINE CONSUMED PER STOP-GO CYCLE BY VARIOUS LEVELS OF  
AVERAGE DAILY TRAFFIC VOLUMES

<u>AVERAGE DAILY</u> <u>TRAFFIC</u>	<u>LITRES OF GASOLINE</u> <u>CONSUMED PER</u> <u>DAY</u>	<u>LITRES OF GASOLINE</u> <u>CONSUMED PER</u> <u>YEAR</u>	<u>GALLONS OF GASOLINE</u> <u>CONSUMED PER</u> <u>YEAR</u>	<u>TOTAL COST OF GASOLINE</u> <u>CONSUMED PER YEAR</u> <u>(AT 34¢/LITRE)</u> <u>\$</u>
100	3.67	1,340	295	455
200	7.34	2,679	589	911
300	11.01	4,019	883	1,366
400	14.68	5,358	1,178	1,822
500	18.36	6,701	1,473	2,278
600	22.02	8,037	1,766	2,732
700	25.69	9,377	2,061	3,188
800	29.36	10,716	2,355	3,643
900	33.03	12,056	2,650	4,099
1,000	36.70	13,396	2,938	4,555
2,000	73.40	26,791	5,888	9,109
3,000	110.10	40,187	8,832	13,664
4,000	146.80	53,582	11,776	18,218
5,000	183.50	66,978	14,720	22,773
6,000	220.20	80,373	17,664	27,327
7,000	256.90	93,769	20,615	31,881
8,000	293.60	107,164	23,553	36,436
9,000	330.30	120,560	26,497	40,990
10,000	367.00	133,955	29,441	45,545

3.2



City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039  
13 211 00207

3.2

To: The Mayor and Members of  
Public Works Committee  
City of Mississauga

From: William P. Taylor, P.Eng., Commissioner  
Dept. Engineering and Works

August 12, 1981

LADIES & GENTLEMEN :

SUBJECT :

Unnecessary STOP signs in the City of Mississauga.

SOURCE :

Public Works Committee meeting May 21, 1981.

COMMENTS :

Council, at its meeting of June 5, 1981, adopted the following recommendation of the Public Works Committee :

"a) That the Commissioner of Engineering and Works be requested to prepare an information sheet setting out the warrants required for the installation of traffic control devices, particularly those required for all-way stop signs, in the City of Mississauga, and that this information sheet, accompanied by an explanatory letter from the Chairman of the Public Works Committee, be circulated to all Ratepayers Associations in the City of Mississauga requesting their comments to be considered at a future meeting of the Public Works Committee.

b) That the report dated May 7, 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga be deferred to the meeting of the Public Works Committee when the comments from the Ratepayers Associations are being considered."

The attached information sheet outlining the proposed "Criteria for the Installation of All-way Stop Signs" was prepared by the Engineering Department, and has been used in the past by the Engineering Department when evaluating requests for all-way stops.

In addition to the preparation of this information sheet, Councillor Culham requested that the Committee be provided with further details on how the proposed warrants were

continued ...

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- 2 -

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :  
continued ...

derived and examples of intersections where these warrants are satisfied and intersections where the warrants are not satisfied, but where all-way stops have been installed.

As outlined on the attached information sheet the proposed warrants consider a number of factors when evaluating the need for an all-way stop, namely vehicular volumes, accidents, intersection visibility and the nature of the surrounding area (i.e. modified warrants for residential areas).

The proposed warrants for the installation of all-way stops were developed by the Engineering Department as it became obvious during The Credit Woodlands Pilot Project that there is a need for guidelines to ensure that neighbourhood traffic control measures, in particular the installation of all-way stops, are utilized in a reasonable and uniform manner.

This need for guidelines is presently being reinforced by the proliferation of requests for all-way stops. It should also be pointed out that the motorist who objects to the proliferation of all-way stops which have already occurred are also becoming more vocal.

The warrants as proposed by the Engineering Department were developed after a review of suggested warrants of the Institute of Transportation Engineers, the Ontario Traffic Conference and a review of existing all-way stop policies of municipalities in Ontario. The warrants were tailored to existing conditions within Mississauga by the creation of two vehicular volume warrants. One vehicular volume is used when evaluating intersections on arterial or major collector roads, and a second reduced vehicular volume when considering a request in a residential area. The Ontario Traffic Conference which consists of Traffic Engineering Professionals, Law Enforcement Professionals and Politicians from municipalities throughout Ontario have, as noted above, developed recommended warrants for the installation of all-way stops. They have also made a submission to the Minister of Transportation and Communications recommending that the Ministry establish warrants on a province wide basis.

continued ...



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SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :  
continued ...

Briefly, the recommended warrants of the Ontario Traffic Conference (O.T.C.) are also based on two different levels, one for arterial and major collector roads, and one for other roads. It should also be pointed out that the volume warrants for the O.T.C. proposal are much higher than those proposed by the Engineering Department. A copy of the O.T.C. warrants is attached, but briefly the differences are outlined below :

		<u>Mississauga</u>	<u>O.T.C.</u>
Arterials and Major Collectors	1(a) Total volume entering intersection on all approaches	300 vehicles per hour average over 8 hours	500 vehicles per hour average over 8 hours
	1(b) Minor side street volume	(i) 1/3 of total vehicular volume (100 min.) for a 4-way intersection (ii) 1/4 of total vehicular volume (75 min.) for a 3 way intersection	200 vehicular and pedestrian with an average delay on side street of 30 seconds or greater
Non-collector roadways	1(a) Total volume entering intersection on all approaches	60% of full warrant or 180 vehicles per hour averaged over 8 hours	a) total 350 vehicles per hour for the highest hour recorded
	1(b) Minor side street volume	60% of full warrant i.e. 60 vehicles minimum in the case of a 4 way intersection, and 45 per hour in the case of a 3 way intersection	b) volume split of at least 75/25 for a 3 way and 65/35 for a 4 way control

continued ...

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- 4 -

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :  
continued ...

Although the recommended O.T.C. warrant for non-collector roads involves the highest volume for one hour, it should be noted that this volume is a substantial volume, and is higher than the warrant proposed by the Engineering Department, (i.e. a residential all-way stop warranted under the Engineering Department's proposed warrants would not, in general, be warranted under the O.T.C.'s proposed warrant).

The following table outlines the results of recent studies conducted by the Engineering Department to provide the Committee with an idea as to the type of intersection which would satisfy either the full volume warrant or the reduced residential warrant :

(A) 1. Full Warrants (i.e. arterials, major collectors) - locations warranted

	Volume warrant	
	1(a)	1(b)
Clarkson-Truscott	263%	143%
American-Viscount	455%	135%
Aerowood-Ambler	369%	221%
Rathburn-Wilcox	226%	114%

2. Not warranted

Rathburn-Meadows	153%	56%
Rathburn-Hickory	102%	54%
Dickson-Premium Way	108%	38%

(B) 1. Residential warrants - locations warranted

Darcel-Brandon Gate	160%	103%
Thorn Lodge-Liruma	175%	158%

2. Not warranted

Alexandra-Eighth	68%	39%
Falconer-Kenninghall	101%	78%
Council Ring Road-Chokecherry	93%	47%

continued ...

SUBJECT :

Unnecessary STOP signs in the City of Mississauga.

COMMENTS :  
continued ...

It should be noted that while a number of the selected locations satisfy the first part of the warrants (total intersection volume,) the second part of the warrant relating to the vehicular volumes on the side streets are not satisfied. It is important that both parts of the volume warrant are fulfilled 100% as it is the second part of the volume warrant which gives an indication of the volume split between the major and minor intersection approaches. It is important that the volume splits not become too great as it is important that the motorist on the main road be able to identify that there is a sound reason for the stop and will therefore, come to a complete stop. The Engineering Department also conducted stop sign observance studies and found that the percent of motorists stopping varied between 74% at Clarkson Road and Truscott Drive to 0% at Dickson Road and Premium Way, with the average being between 50% - 60%. These low rates of observance become of particular concern when pedestrians and school children are involved. The low rate of stop sign observance can most probably be attributed to the proliferation of all-way stops, not only in Mississauga but throughout Ontario.

In a number of cases the control of speed is cited as the reason for the installation of all-way stops. For the information of the Committee, speed studies were conducted approximately 200 ft. from an all-way stop to evaluate the effect of the control. The following is a summary of the results :

Clarkson Road 200 ft. south of  
Truscott Drive

85%ile

60 km/h

Rathburn Road 200 ft. west of  
Hickory Drive

63 km/h

In both of the above cases, the existing speed limit is 50 km/h and it is obvious from the above results that the all-way stop locations have not been effective in controlling vehicle speeds in these locations. Further before and after speed studies are underway for all-way stops which have been recently approved. The results of these studies will be provided to the

continued ...



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- 6 -

SUBJECT :

Unnecessary STOP signs in the City of Mississauga..

COMMENTS :  
continued ...

Committee at the time the comments of the Ratepayers are summarized.

Also for the Committee's information, the warrant sheet for the installation of traffic control signals is attached. These warrants were developed by the Ministry of Transportation and Communications of Ontario, and are used throughout the province. The Ministry also uses these warrants when determining an installation's eligibility for subsidy. It should be noted that the volume requirements are considerably higher than those for an all-way stop.

RECOMMENDATIONS :

1.

That the warrant information sheet attached to this report be circulated to the Ratepayers Associations in Mississauga for their comment.

William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department

cc : E.M. Halliday

JWT:jb

Att.

3.9

ONTARIO TRAFFIC CONFERENCE RECOMMENDED WARRANTS FOR THE  
INSTALLATION OF ALL-WAY STOPS

WHERE ALL-WAY STOPS MAY BE USED:-

1. (a) At two like road-ways. Each approach should contain the same number of lanes and have preferably four non skewed approaches.
- (b) As an interim measure where traffic control signals are warranted but cannot be implemented immediately.
- (c) At locations having a high accident frequency where less restrictive measures have been tried and found inadequate. For the purpose of this warrant, a high accident frequency is an average four accidents per year for a three year period and only those accidents susceptible to relief through multi-way stop control will be considered (i.e. right angle and turning type collisions). Included in this warrant are those locations where visibility problems exist which limit the safe approach speed to less than eight miles per hour, thereby creating an unreasonable accident potential. Special advance warning or overhead flashing lights may be necessary to augment the control if vertical or horizontal alignment is a factor.

3.1.

- (d) As a means of providing an introductory period to accustom drivers to a reversal of intersection control. Installation under this warrant will be for a period not to exceed three months.
- 2. On arterial roads and major collector streets the following volume warrant may be used.
  - (a) a total vehicle volume on all intersection approaches, exceeding 500 vehicles per hour for any eight hours of the day and,
  - (b) a combined vehicular and pedestrian volume on the minor street exceeding 200 units per hour for the same eight hours with an average delay to traffic on the minor street of greater than thirty seconds and,
  - (c) a volume split does not exceed 70/30.
- 3. On roads and streets not considered to be either arterial or major collector streets.
  - (a) where observance of the sign is not hampered by curves or grades and a safe stopping distance of 100m is existing and,
  - (b) a distance of 250m is maintained between traffic control devices, signals, other stops or legal pedestrian crossovers and,
  - (c) a total vehicle volume on all intersection approaches exceeding 350 for the highest hour recorded and,
  - (d) a volume split does not exceed 75/25 for three-way control or 65/35 for a four way control.



3.5

IN ADDITION TO THE PRECEEDING ALL-WAY STOPS SHOULD NOT BE USED.

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1. Where pedestrian protection is a prime concern in particular school children.
2. As speed control device.
3. On road-ways on which progressive signal timing exists.
4. On road-ways within urban areas having a posted speed limit in excess of 60 km/h.
5. At intersection having less than three or more than four approaches.
6. At offset or poorly defined intersections.
7. On truck or bus routes unless in an industrial area or where two such routes cross.
8. Where traffic would be required to stop on an up-grade.

3. u

(a) Total vehicular volume entering the intersection from all approaches must average 300 per hour for any 8 hours of an average day.

(b) In addition, the vehicular volume entering the intersection from the minor streets for the same 8 hours must average at least :

- 1)  $\frac{1}{3}$  of the total volume entering the intersection (100 per hour minimum) in the case of a 4 way intersection,  
or
- ii)  $\frac{1}{4}$  of the total volume entering the intersection (75 per hour minimum) in the case of a 3 way intersection

The satisfying of both parts of the volume warrant are important since the installation of an all-way stop should be at the intersection of similar roadways and the part (b) of the volume warrant is meant to ensure that there will be sufficient traffic volumes on the side streets in order that the motorist on the main road perceives there is a logical reason for the STOP sign. This will reduce the incidence of driver disobedience of the STOP signs.

2. Residential Area Warrant

Volume warrants to be reduced to 60% of the values above if ALL of the following conditions are met :

continued ...

3.V

- 3 -

- a) Both streets have residential frontage with existing speed limits of 50 km/h or less
- b) Neither street is designated as an arterial or major collector street in the Official Plan
- c) Neither street exceeds 40 ft. of roadway width
- d) No existing STOP sign or signal is located on the more heavily travelled street within a distance of 800 ft.
- e) Roadways extend 800 ft. or more away from the intersection on at least three sides
- f) Installation of an all-way stop is compatible with overall traffic circulation needs for the residential area

This section of the warrants is meant to give special consideration to residential areas when considering requests for all-way stops.

3. Accidents

Five or more of types susceptible of correction by STOP signs within a 12 month period, with satisfactory observance and enforcement of less restrictive control

4. Visibility

The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection from the minor street, is less than 200 ft.



# INSTALLATION OF TRAFFIC SIGNALS TWO LANE ROADWAYS

3.W

Location \_\_\_\_\_ of \_\_\_\_\_  
(Intersecting Roadway)  
Municipality \_\_\_\_\_ Date of Survey \_\_\_\_\_

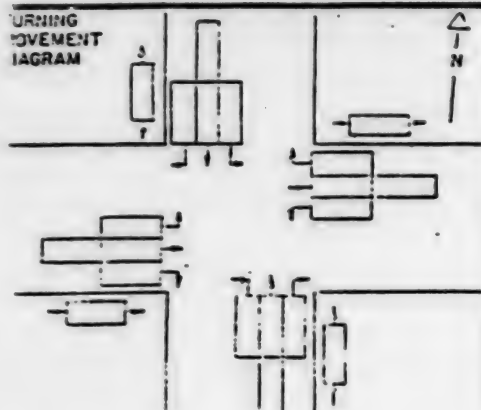
WARRANT	DESCRIPTION	MINIMUM REQ'D		COMPLIANCE		Entire %
		Free Flow	Restricted Flow	Numerical	%	
1. MINIMUM VEHICULAR VOLUME	(a) Vehicle volume, all approaches per hour for 8 hours, and	480	720			
	(b) Vehicle volume along minor street per hour for same 8 hours.	120	170			
2. DELAY TO CROSS TRAFFIC	(a) Vehicle volume, along artery, per hour for 8 hours, and	480	720			
	(b) Combined vehicle and pedestrian volume crossing artery from minor streets, per hour for same 8 hours.	50	75			
3. MINIMUM PEDESTRIAN VOLUME	(a) Pedestrian volume crossing artery, per hour for 8 hours, and	120	240			
	(b) Vehicle volume, along artery per hour for same 8 hours.	290	575			
4. ACCIDENT HAZARD	(a) Total reported accidents of types susceptible to correction by a traffic signal within a 12 month period, and	5				
	(b) Adequate trial of less restrictive remedies, where satisfactory observation and enforcement have failed to reduce the number of accidents, and	YES or NO				
	(c) Fulfillment of any of the above warrants (numbers 1, 2 or 3) to the extent of 80% or more.	YES or NO				
5. COMBINATION WARRANT	Two or more of the above warrants (numbers 1, 2, 3 or 4) satisfied to extent of 80% or more.	YES or NO				

- (1) Warrant values are based on the Annual Average Daily Traffic (AADT) which approximates May and October traffic. Vehicle volume warrants (1A), (2A), (3B) for intersections of roadways having two or more moving lanes in one direction should be 25% higher than the values given above.
- (2) Warrant values for free flow apply to rural or small communities, when the 85 percentile speed of artery traffic exceeds 60 km/h or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000.
- (3) Warrant values for restricted flow apply to larger urban communities, when the 85 percentile speed of artery traffic does not exceed 60 km/h.
- (4) The lowest sectional percentage governs the entire warrant.

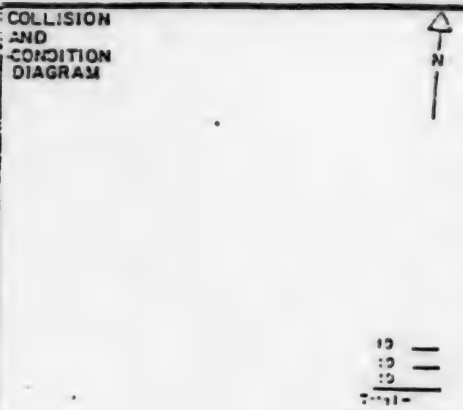
Is location suitable for traffic signal installation? Yes ☐ No ☐  
Recommend: Prelimed ☐ Semi-actuated ☐ Fully-actuated ☐ controller

Compiled by \_\_\_\_\_

TURNING MOVEMENT DIAGRAM



COLLISION AND CONDITION DIAGRAM



10  
10  
10  
Total

APPENDIX "A"

EXAMPLES OF ALL-WAY STOPS AND THEIR RESPECTIVE WARRANT VALUES BY WARD.  
OF AUGUST 14, 1981.

ADDED TO REPORT AS REQUESTED AT THE PUBLIC WORKS COMMITTEE MEETING

WARD	LOCATION	COMMENTS	VOLUME WARRANT	
			1(a) (Total Volume)	1(b) (Minor Side Street Volume)
1	Alexandra Ave and Eighth St	Not Warranted (Residential Warrant)	682	392
1	Elizabeth St and Park St	Warranted (Residential Warrant)	2382	1172
2	Clarkson Rd and Truscott Dr	Warranted (Full Warrant)	2632	1432
2	Brookhurst Rd and Seagull Dr	Not Warranted (Residential Warrant)	1792	662
3	Rathburn Rd and Hickory Dr	Not Warranted (Full Warrant)	1022	542
3	Golden Orchard Dr and Winding Trail	Not Warranted (Residential Warrant)	962	462
4	Rathburn Rd and Wilcox Rd	Warranted (Full Warrant)	2262	1142
4	Rathburn Rd and Meadows Blvd	Not Warranted (Full Warrant)	1532	562
5	American Dr and Viscount Rd	Warranted (Full Warrant)	4552	1352
5	Aerowood Dr and Ashler Dr	Warranted (Full Warrant)	3692	2212
5	Barcel Ave and Brandon Gate Dr	Warranted (Residential Warrant)	1602	1032

1.3

<u>WARD</u>	<u>LOCATION</u>	<u>COMMENTS</u>	<u>VOLUME WARRANT</u>	
			<u>1(a) (Total Volume)</u>	<u>1(b) (Minor Side Street Volume)</u>
6	Thorn Lodge Dr and Liruan Rd	Warranted (Residential Warrant)	1752	1582
6	Dickson Rd and Preston Way	Not Warranted (Residential Warrant)	1082	382
7	Canilla Rd and King St	Warranted (Full Warrant)	1282	1492
7	Melton Dr and Rambo Rd	Not Warranted (Residential Warrant)	242	132
8	Council Ring Rd and Clackeberry Cr	Not Warranted (Residential Warrant)	932	472
8	Council Ring Rd and Glen Erin Dr	Not Warranted (Full Warrant)	2322	592
9	Montevideo Rd and Estoril Rd (North Intersection)	Not Warranted (Residential Warrant)	642	442
9	Falconer Dr and Kenninghall Blvd	Not Warranted (Residential Warrant)	1012	782



3.2

APPENDIX "B"

SPEED STUDIES - ADDED TO REPORT AS REQUESTED AT THE PUBLIC WORKS COMMITTEE MEETING OF AUGUST 14, 1981.

Definition of 85%-ile speed :

This is the speed at which 85% of the motorists are driving at or below. This is one guide used in determining or evaluating speed limits as it has been shown that approximately 15% of vehicle drivers will continually exceed a safe and reasonable speed for any given road section.

The following speed studies were conducted approximately 200 ft. from an all-way stop installation (on the major road) :

	<u>85%-ile Speed</u>	<u>Existing Speed Limit</u>
Clarkson Road south of Truscott Drive	60 km/h	50 km/h
Rathburn Road west of Hickory Drive	63 km/h	50 km/h
Runningbrook Drive - Broomhill Crescent	51 km/h	50 km/h
Melton Drive - Rambo Road	61 km/h	50 km/h
Montevideo Road north of Estoril Road	61 km/h	50 km/h
Glen Erin Drive south of Council Ring Road	62 km/h	50 km/h

Before and After Study :

Dickson Road and Premium Way - Speed studies were conducted between the all-way stops at Dickson Road and at Lynchmere Avenue (approximately 1200 ft. between intersections). Speed studies were conducted in May of 1977 prior to the installation of the all-way stops and additional speed studies were conducted in August 1981. The studies were conducted under similar conditions in each case, and the results are tabularized in the following table :

<u>Before 85%-ile</u>	<u>After 85%-ile</u>	<u>Change</u>
68.8 km/h	66.0 km/h	-2.8 km/h

As you will note the change in vehicle speeds on this section of road after the installation of the stop signs is extremely small, and is considered to be not significant.

JWT:jb

H. G

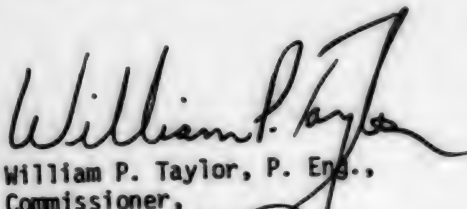
Chairman and Members of the  
Public Works Committee  
April 30, 1982  
Page 2

Subject: Newspaper refuse for recycling.

RECOMMENDATION:

That the report on Newspaper Refuse for Recycling from the  
Commissioner of Engineering and Works dated April 30, 1982,  
be received.

AMS  
AEM:dw

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

c.c. Mr. E. M. Halliday



# City of Mississauga

## MEMORANDUM

FILE REF : 11 141 00039  
11 141 00042

5.

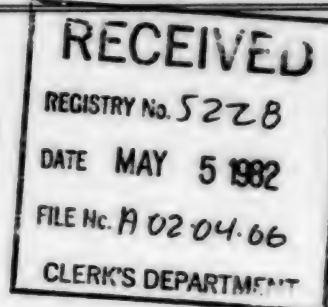
To The Chairman and Members of  
Public Works Committee  
Dept. City of Mississauga

From William P. Taylor, P.Eng., Commissioner  
Dept. Engineering and Works

P. W. DATE May 20/82

May 3, 1982

REQUEST NO. GENERAL COMMITTEE 9-82  
PUBLIC WORKS 38-81  
CLERKS FILE NO. A.02.04.06.01.



LADIES & GENTLEMEN :

SUBJECT : Joint-Traffic Noise Study.  
SOURCE : Letter from the Region of Peel dated December 30, 1981.  
COMMENTS : The Council of the Region of Peel at its meeting of December 17, 1981, adopted the following resolution :

"That the Region of Peel Joint-Traffic Noise Study be received by Regional Council and referred to the Area Municipalities for comment prior to discussion and adoption of the various recommendations presented;

And further, that the Area Municipalities reply back to Council by the end of March, 1982; "

The report addresses the problems and proposes policies for noise abatement for the protection of existing residential properties along existing arterial roadways, on Region of Peel, City of Mississauga and City of Brampton roads.

The report was prepared with the joint participation of members of the Planning, Engineering and Works Departments of the Region of Peel, City of Brampton and the City of Mississauga. Recommendations 1 to 5, and 9 and 10 apply to the City of Mississauga with the other recommendations applying to the Region of Peel and/or the City of Brampton and the Town of Caledon.

It is suggested that Recommendation 3 be amended so that there is the 5-dBA noise reduction clause as in Recommendation 1.

It should be noted that the inventory results recorded only one location in the City of Mississauga where noise levels exceed the maximum acceptable level of 70-dBA and



5.4

- 2 -

SUBJECT : Joint-Traffic Noise Study.

COMMENTS :  
continued ...

being on Goreway Drive south of Etude Drive.  
As this section of roadway has direct commercial frontage, noise attenuation features cannot be constructed.

There are seven other locations with noise levels of 66-dBA or greater, which are considered high and which could eventually be increased by higher traffic volumes or road widening. Of these seven locations, four are located on Hurontario Street between Burnhamthorpe Road and Lakeshore Road and are not considered amenable to noise attenuation measures due to the direct frontage of Hurontario Street.

The remaining three locations, being two on Southdown Road south of the Q.E.W., and one on Winston Churchill Blvd, north of Britannia Road, would be considered for a noise attenuation retrofit program in conjunction with future road improvements.

RECOMMENDATIONS :

A.

That the Council of the City of Mississauga adopt the following recommendations as amended, of the Region of Peel Joint-Traffic Noise Study, which apply to the City of Mississauga :

1. That 70-dBA be established as the peak hour noise level standard for outdoor recreational areas at the rear of the dwelling.
2. That existing residential sites with reversed frontage and experiencing noise levels of 70-dBA or above, be considered for retrofit traffic noise attenuation, provided that the attenuation feature will reduce the noise level by 5-dBA or greater, and subject to the availability of funds.
3. That proposed road widenings and reconstruction projects which will increase the traffic noise level to 70-dBA or above within a five year period, include the construction of noise attenuation measures as part of the project where feasible, if it is possible to reduce the noise level by 5-dBA or greater.
4. That any retrofit noise attenuation program which may be established be considered as a separate multi-year program within the five year Capital Budget.

continued ...

SUBJECT :

Joint-Traffic Noise Study.

RECOMMENDATIONS :

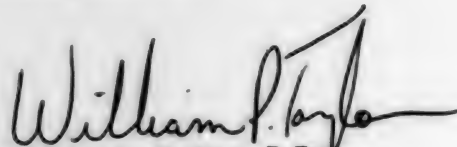
A. continued ..5. That prior to the approval of any site for retrofit noise attenuation, the M.T.C. be requested to consider such work for special subsidy over the normal subsidy allocation.

9. That any retrofit noise attenuation barrier be erected on the designated ultimate street limit and maintained by the road authority, and that new attenuation barriers constructed through conditions of development approval, be erected on private property and maintained by the owner, and that this condition be registered on title.

10. That the cost of noise attenuation within an individual dwelling be the responsibility of the owner.

B.

That the Region of Peel be advised of the above recommendation.

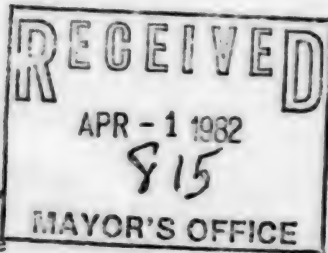


William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department

cc : E.M. Halliday

jb

6.  
Mayor Hazel McCallion,  
Office of the Mayor,  
The Corporation of the  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2.



1176 Fleet Street,  
Mississauga, Ontario.  
L5H 3P6.

March 29, 1982



RE: SNOW REMOVAL FROM CITY SIDEWALKS

Dear Mayor:

I wish to commend you for the prompt manner displayed, in responding to my concern on the above matter. First by telephone and then in letter form, you are indeed a peoples Mayor.

Unfortunately, I have to disagree with the weaknead reasons given for not having a By-Law in place, they border on the absurd.

You state, that Council has determined that a By-Law of this nature may be of little benefit to Mississauga. This is an ambiguous statement and one that certainly requires clarification.

Surely cost should not be an issue when we are dealing with the well being of our citizens, especially the children. The near accident I witnessed involving two such children which prompted my initial letter allows me to make this statement.

As in all Municipal costs, the ordinary taxpayer has no real say in how their money is spent. We do however receive a certain amount of satisfaction when we see those tax dollars working, as would be the case in this instance.

For some members of Council to take the position, that a segment of homeowners would not adhere to this By-Law should it be instituted, is simply dismissing one's responsibilities as elected representatives.

With proper and concise guidelines, plus adequate enforcement, I am confident that it will be accepted at least by the majority of our citizens. All it requires is Council to provide the forthright leadership this city not only demands, but has come to expect.

.../2



.../2 Mayor Hazel McCallion

6.9

Perhaps Council would give due consideration to having the question put to the electorate at the next election, this would satisfy me, regardless of the outcome.

Yours very truly,

Henry Docherty

HD/sdm

c.c.: The Editor  
Mississauga News



6.1

**MEMORANDUM**Files: 12 111 00015  
11 141 00039Chairman and Members of the  
Public Works Committee

To

Mr. William P. Taylor, Commissioner

Dept.

From

Engineering and Works

REGISTRY No. 1751

DATE FEB 15 1982

FILE No. F-05-03-01

February 12, 1982

CLERK'S DEPARTMENT

P. W. DATE Feb. 18. 1982

Snow

SUBJECT:

ORIGIN:

Council Meeting - February 8, 1982

COMMENTS:

We have been asked to comment on a number of items with respect to snow removal in the City of Mississauga.

1. Priority Routes

The priority routes for sanding, salting and snow plowing are the major arterials, the collectors, the hospital and bus routes, and all industrial roads. Some concern was expressed that the routes to the schools should get first priority, however, we cannot agree with this because we think that the major routes and the roads to the job locations, hospitals, bus routes and industrial routes are the most important.

2. By-lawsa) Sidewalk By-law

A great deal of discussion has taken place recently that we should pass a by-law similar to the City of Toronto which requires residents to shovel snow from their sidewalks within 12 hours after the fall of snow.

It is the City's policy in 1982 to plow the sidewalks as soon as possible after 8 cm of snow have fallen on the priority sidewalks which were established by Council in June of 1982. The balance of the sidewalks are not plowed at any time and it is up to the individual residents to shovel them or not. We believe that the City of Mississauga's policy has worked very well in an extremely harsh winter and we cannot see any reason to impose the City of Toronto's by-law on Mississauga residents.

b) Emergency Snow Clearing By-law

Again, there has been mentioned that we should enact an Emergency Snow Clearing By-law on priority routes in the City of Mississauga and the Region of Peel. We have had liaison with staff at the Region of Peel and we have

SUBJECT: Snow

COMMENTS: - cont'd.

concurrent with the Regional staff that we are having very few problems in clearing the snow from our priority routes (arterial, collectors, bus routes, etc.) and if we encounter the odd parked vehicle we can have them removed under Section 116 of the Highway Traffic Act.

We do encounter a lot of parked cars on our residential streets, however, since these are not priority routes the Emergency Snow Clearing By-law would have no impact in this area as it would not apply.

We would recommend that an Emergency Snow Clearing By-law not be imposed by the City of Mississauga and that we continue as we have in the past and that vehicles parked on arterial roads be towed away under Section 116 of the Highway Traffic Act when deemed necessary.

3. Co-ordination between the City and the Region

A problem has arisen in 1982 which has not occurred previously and that is the problem of the City maintaining the sidewalks on Regional roads and co-ordinating the sidewalk clearing in conjunction with Regional plowing.

This has not worked very well in at least two heavily travelled pedestrian areas -- one being the Cawthra Road bridge over the Q.E.W. and the other, Dixie Road between the Queensway and Sherway Drive. It seems that this problem can only be resolved in either the Region of Peel plowing both the sidewalks and the road and/or the City plowing the sidewalks and the roads in areas where there is heavy pedestrian movements and the road plowing will affect pedestrian movements. The logical one to do this work is the Region of Peel since they are the road authority, however, it would appear that Regional staff cannot, or will not, react to the political concerns as quickly as City staff.

RECOMMENDATIONS:

The following are recommendations which we would like to make with respect to this report:

1. That the priority routes for snow plowing, sanding, and salting, be the major arterials, the collectors, the hospital, the bus routes and all industrial roads.
2. That a by-law not be introduced which would require the residents of Mississauga to shovel their sidewalks.



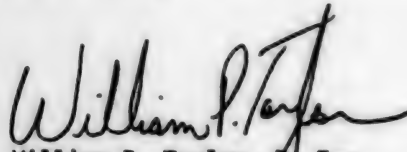
W. U.  
Chairman and Members of Public Works  
February 12, 1982  
Page 3

SUBJECT: Snow

RECOMMENDATIONS - cont'd.

3. That an Emergency Snow Clearing By-law not be introduced for priority routes in that the existing legislation serves us well and parked cars can be towed away under Section 116 of the Highway Traffic Act.
4. That the Region of Peel be requested to either plow all of the sidewalks on arterial roads in conjunction with their road plowing activities, or alternately, request the City of Mississauga to plow all Regional roads where there are City sidewalks in order that the City can co-ordinate the road and sidewalk snow plowing.

WPT:dw

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works.

c.c. Mr. E. M. Halliday



# City of Mississauga

Our file : 15 111 00010  
11 141 00039

## MEMORANDUM

RECEIVED

To Chairman and Members of REGISTRY No. 4653 from W. P. Taylor, P. Eng., Commissioner,  
Dept. The Public Works Committee DATE MAY 17 1982 Engineering & Works Department.  
FILE No. F-05 04-03  
CLERK'S DEPARTMENT May 11, 1982

**SUBJECT** : Brush Pick-up  
**ORIGIN** : Request No. 110-82  
Your file : F-05.04.03  
**COMMENTS** : As the Committee is aware, the new five year garbage contract commenced in June 1981, and provides for the pick-up of bundled brush providing it is in conformance with the garbage collection by-law. Brush can be placed out at any time for collection along with the garbage for pick-up.

Prior to this, the City forces collected brush once every five weeks.

Some residents do not adhere to the by-law and therefore their brush is not picked up by the contractor. Last year we hired a few students to assist the By-law Enforcement Section of the Building Department to enforce the stipulations in the by-law through persuasion and education as opposed to issuing summons. This programme was extremely successful and by and large, the residents were convinced that compliance with the by-law was fair and reasonable.

Discussions have been held with the Public Works Committee Chairman and we have arranged for the hiring of three students to work with the By-law Enforcement Section of the Building Department to provide a similar programme this year. This programme is now underway. These students, under the general direction of the By-law Supervisor, discuss with the resident, the method by which the brush should be placed out in conformance with the by-law, with a view to resolving the problem at an early date in order that the situation does not become a nuisance to the neighbours. Most residents generally comply with rebundling or tying the brush which is then picked up by the contractor.

..... continued .....

7. C  
Page 2.....

To : Chairman and Members of  
The Public Works Committee  
May 11, 1982

RECOMMENDATIONS: That the By-law Enforcement Section of the Building Department monitor the placement of brush put out for collection and take whatever necessary action they deem appropriate, to ensure compliance with the Garbage Collection By-law.

*AWS*  
AEM:sa

cc : E. Halliday

*William P. Taylor*  
W. P. Taylor, P. Eng.,  
Commissioner,  
Engineering & Works Department.





# GARBAGE DEBRIS BRUSH

## REGULAR GARBAGE PICK-UP

Articles such as crates, cardboard boxes, packing materials, brush, bedding, old furniture and material of like nature may be collected in like manner as garbage, but must be placed in receptacles or securely tied into compact bundles or parcels not exceeding two and one-half (2½) feet in any dimension.

## WASTE NEWSPAPER

Waste newspaper will be picked up during the collection of garbage, debris and brush and placed in special truck racks. Residents are encouraged to bundle and place out waste newspaper for recycling and conservation purposes. Any community groups, scout organizations, etc., performing paper drives should advise the Works Department of the date and area in order that no confusion occurs.

## DEBRIS AND BRUSH

Debris shall include junk, trash and large objects such as chesterfields, stoves, refrigerators (doors removed) etc. Brush and tree limbs must be tied into compact bundles not exceeding 4 feet in length and not weighing over 50 pounds. Debris and brush will be picked up with the garbage and there will be no limit on the amount of material placed out by residential properties. Material for collection shall be set out before 7:30 a.m. on the day of collection. Material put out after the crew has already passed that point will not be returned for, and therefore must be removed by the owner. Bundles that are not securely tied and fall apart will not be taken.



HELP KEEP  
MISSISSAUGA CLEAN

## RECYCLING DEPOT ●

The City of Mississauga Recycling Depot is located at the Works Yard at 2167 Royal Windsor Drive. Residents of Mississauga are encouraged to bring their newspapers, tin cans and empty bottles to this location for recycling. The hours of operation for this depot are Wednesdays from 6:00 p.m. to 9:00 p.m., and Saturdays from 9:00 a.m. to 3:00 p.m.

## SANITARY LANDFILL SITE ▲

Residents may dispose of their debris and brush, at no charge for trailers and pick-up trucks up to ¾ ton load capacity, at the landfill site located on the Second Line West as shown on the map. The operating hours are 7:30 a.m. to 4:30 p.m., Monday through Friday and from 7:30 a.m. to 12:00 noon on Saturday. The garbage bins located near the road at the landfill site are open to the public 24 hours a day, 7 days a week.

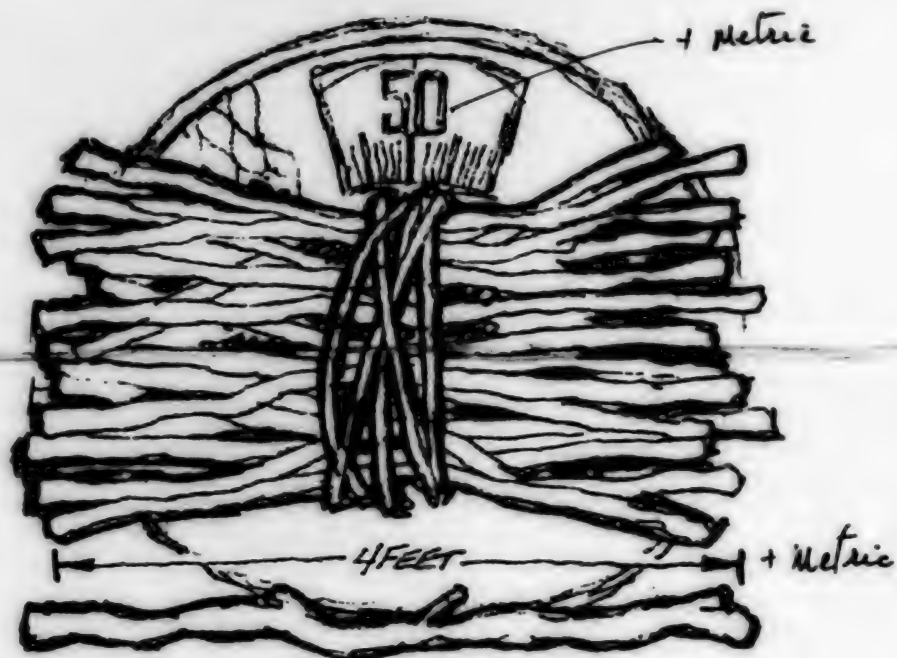


# BRUSH BRUSH BRUSH

Copies of the  
Complete By-Law are  
available from  
City Hall  
on request

For Further  
Information Call  
**270-8170**  
**Ext. 34 or 35**  
Engineering and  
Works Department

# BRUSH



\* Brush and tree limbs must be tied into compact bundles not exceeding 4 feet in length and not weighing over 50 pounds.

35 POUNDS

*Debris + Brush copy*

*1.21 meters*

*.3048*

*x 4*  
*1.2192*

*x 50*

*1 ft =*





# GARBAGE DEBRIS BRUSH

7.6

## REGULAR GARBAGE PICK-UP

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HELP KEEP  
MISSISSAUGA CLEAN

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# BRUSH BRUSH BRUSH

Copies of the  
Complete By-Law are  
available from  
City Hall  
on request

For Further  
Information Call  
**270-8170**  
Ext. 34 or 35

Engineering and  
Works Department



7.C

# BRUSH



\* Brush and tree limbs must be tied into compact bundles not exceeding 4 feet in length and not weighing over 50 pounds.

SS7045

*Abies + Brush copy*

*121 meters*

*.3078*

*x 4*  
*1.2312*

*250*

*471*

PUBLIC WORKS COMMITTEE

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

DATE: MAY 20, 1982

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81 Planning Committee Mar. 3/81 Council Mar.9/81	May 20/82	7
141-81	Eng. & Works	Installation of Traffic Control Devices Unnecessary Stop Signs	Public Works of May 21/81	April 15/82	7
168-81	Eng. & Works	Sod Damage to Boulevards- Problem Areas, i.e. bus stops, School Routes, etc.	Public Works of June 18/81	April 30/82	5
247-81	Eng. & Works	Use of Yield Signs	Public Works - Oct. 1/81	May 20/82	3
281-81	Eng. & Works	Co-ordination of Maintenance Services, i.e. boulevard cutting, parks cutting	Current Budget - 1982	April 30/82	2
39-82	Eng. & Works	Distinction of Refuse for Recycling & Refuse for Disposal (tonnage of paper collected) Part (d)	Public Works - Jan.21/82	April 30/82	2
71-82	Eng. & Works	Methods to Alleviate Parking Problems in High Density Residential Areas	Public Works - Feb.18/82 Interim Report Received - Mar. 18/82	Sept. 30/82	1
91-82	Eng. & Works	Decorative Street Lights in Streetsville Business Improvement District - 1982 Review	Public Works - Feb.18/82	April 30/83	1
110-82	Eng. & Works	Amount of Brush Being Left for Pick-up at the Side of the Roads	Council - Mar. 29/82	May 20/82	0

May 20, 1982

ITEM 1 CONTINUED...

In his latest report dated May 17, 1982, Mr. Taylor suggested that the following changes be made to the 1981 Sidewalk Needs Study:

LOCATION	LIMITS		SUGGESTED CHANGE	
	FROM	TO	FROM	TO
Dundas St.W.	Erin Mills	W.C. Blvd.	Now	Future
Dundas St.E.	Cawthra	Hurontario	Now	Future
South Side Erindale Stn Rd.	Dundas St. W.	Burnhamthorpe	Now	Future
Erin Mills Pkwy. (west side)	Queensway	Dundas	Now	Future
Erin Mills Pkwy (west side)	Dundas St.	Old Burn. Rd.	Now	Future
Mavis Rd.	Dundas St.	Burnhamthorpe	Now Both Sides	Now One Side Only
Queensway W.	W.C. Blvd.	Speakman	Now Both Sides	Future Both Sides
Queensway E.	Dixie Rd.	Easterly	Now Both Sides	Now North Future South
Queensway W.	Cawthra Rd.	Hurontario	Now Both Sides	Now North Future South
Queensway W.	Mississauga	Glengarry	Future	Future
Queensway W.	Robin Dr.	Erin Mills	Now	Future

Mr. Taylor recommended:

- (a) That the report dated May 17, 1982, from the Commissioner of Engineering and Works regarding the 1981 Sidewalk Needs Study (Major Roads System), be received.



May 20, 1982

ITEM 2 CONTINUED...

- (b) That the following existing all-way stops be removed:
- (i) Credit Woodlands and Forestwood Drive
  - (ii) Credit Woodlands and Queenston Drive (south leg)
  - (iii) McBride Avenue and Ellengale Drive
  - (iv) McBride Avenue and Westlock Road
  - (v) Forestwood Drive and Valmarie Avenue
  - (vi) Credit Woodlands and Credit Heights Drive
  - (vii) Credit Heights Drive and Miraya Court
  - (viii) Credit Heights Drive and Killkee Gate
  - (ix) Credit Woodlands and Monaghan Circle
  - (x) Queenston Drive and Ashcroft Crescent (north leg)
  - (xi) Erinmore Drive and Fellmore Drive
  - (xii) McBride Avenue and Carillion Avenue
  - (xiii) Shadeland Drive and Verhoeven Drive
  - (xiv) Fairdale Drive and Valmarie Avenue
  - (xv) McBride Avenue and Eaglemount Crescent
  - (xvi) Forestwood Drive and Jessica Court
- (c) That the speed limits on the collector roads within this subdivision be reverted to 50 km/h with the exception of the following as per current City practice of reducing limits to 40 km/h in school zones:
- (i) Credit Woodlands from O'Hagan Drive (north) to Erinmore Drive
  - (ii) Forestwood Drive from Lindenlea Drive westerly to The Credit Woodlands
  - (iii) McBride Avenue from Ellengale Drive to The Credit Woodlands
  - (iv) McBride Avenue from Erindale Station Road to Westlock Road
- (d) That all-way stops continue to be assessed by the Engineering Department according to the guidelines established and noted in the Credit Woodlands Pilot Project - Final Report dated February 15, 1979, and also in the more recent reports of May 7, 1981 and August 12, 1981, addressed to the Public Works Committee.

It was moved by Councillor Skjarum that this matter be referred to the Ward 8 Councillor. Carried.

File: F.06.01 See Recommendation #29 (R. Skjarum)

3. Report dated April 29, 1982, from the Commissioner of Engineering and Works advising that only one Ratepayers' Association, Meadowvale Village Community Association, had responded to the material circulated by Councillor Culham on unnecessary stop signs in the City of Mississauga, and this one was to the effect that they had no comments.

On May 21, 1981, the Public Works Committee considered a report dated May 7, 1981 from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga in which he recommended "that in view of the high energy consumption and other associated factors to the motoring public required to comply with the unwarranted all-way stop signs on residential streets, it is recommended that the Criteria for the Installation of All-Way Stop Signs contained in this report be adopted."

At that time, it was decided that the report from Mr. Taylor would be deferred until all the Ratepayers' Associations had had an opportunity to comment on the unnecessary stop signs and the proposed criteria for future installations. In view of the lack of response from the Ratepayers' Associations, the criteria recommended by Mr. Taylor was again considered and recommended for adoption. Staff were directed to advise Mr. D. Hoerz and Mr. W. Marshall, the two gentlemen who initially asked Council to review stop signs, of the final disposition of this matter.

During the discussion of the need to establish criteria for stop signs the traffic situation at Thorn Lodge Drive and Waycross Crescent in the Homelands area and the possible methods to reduce cut-through traffic, were discussed. It was agreed that Councillor Culham would meet with Mr. John Thomas who was currently working on this problem.

Also discussed was the possible use of "rippled" pavement to slow speeding local and cut-through traffic. It was felt that "rippled" pavement did not present a hazard to speeding automobiles but did effectively slow-down traffic. It was moved by Councillor Cook that the Commissioner of Engineering and Works prepare a report, for consideration by the Public Works Committee, on the feasibility of constructing "rippled" pavement on the roadway at Mineola Road East and Mineola Gardens on an experimental basis. This motion carried.

File: F.06.04.05

See Recommendation #30 (R. Skjarum)  
See Recommendation #31 ((D. Cook)

May 20, 1982

4. Report dated April 30, 1982, from the Commissioner of Engineering and Works, on the collection of newspaper refuse for recycling.

At the January 21st, 1982, meeting of the Public Works Committee, the subject of the distinction of refuse for recycling and refuse for disposal was discussed and the resulting recommendation was adopted by Council on February 8, 1982:

- (a) That Robran Construction, the City's refuse contractor, be required to provide once a month, by the 15th day of the month, a statement indicating the tonnage of paper collected separately by them in the previous month.
- (b) That Robran Construction be required to advise if the end user of the newspaper has accepted all the newspaper delivered to them by Robran Construction in the previous month.
- (c) That the Commissioner of Engineering and Works advise the Public Works Committee monthly on the tonnage of paper picked up, and if the end user has accepted all of the newspaper provided by Robran Construction.
- (d) That the Commissioner of Engineering and Works investigate whether or not Ontario Paper in St. Catharines is still willing to pick up in Mississauga all of the newspaper which the City of Mississauga can provide, either on an "as required", or a contract basis.

In his report dated April 30, 1982, Mr. Taylor advised that the tonnage of newspaper collected during normal daily garbage pick-up by Robran for the months of January, February and March was 15.22, 8.18 and 6.60 respectively, all of which had been delivered to a recycling plant. He further advised that Domtar Packaging Limited would accept all waste newsprint picked up in Mississauga for processing in their baling plant on Bramalea Road, which was being renovated to accept used newsprint in their liner board operation, or for processing in their other plants. With respect to Ontario Paper Company, Mr. Taylor confirmed that this company did not require any newsprint from Mississauga at this time, since they have sufficient sources to fulfill their present needs.

Mr. Taylor recommended:

"That the report dated April 30, 1982 from the Commissioner of Engineering and Works on Newspaper Refuse for Recycling, be received."



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ITEM 4 CONTINUED...

Councillor Marland advised that she had heard rumours to the effect that the recycling depot in Clarkson might be closed and she wished to go on record as being strongly opposed to any such action. The Commissioner of Engineering and Works advised that he was not aware of any such proposal.

File: F.05.04.02      See Recommendation #32 (W. Schofield)

RECEIVED

5. Report dated May 3, 1982, from the Commissioner of Engineering and Works outlining his comments on the "Region of Peel Joint Traffic Noise Study", a report which addressed the problems and proposed policies for noise abatement for the protection of existing residential properties along existing arterial roadways in the Region of Peel, City of Mississauga and City of Brampton.

The Traffic Noise Study was prepared with the joint participation of members of the Planning, Engineering and Works Departments of the Region of Peel and the Area Municipalities. The Study was received by Regional Council on December 17, 1981, and referred to the area Municipalities for comment prior to discussion and adoption of the various recommendations presented and the Region of Peel is currently awaiting the comments of the City of Mississauga.

Mr. Taylor advised that the inventory results in Mississauga recorded only one location (Goreway Drive south of Etude Drive containing direct commercial frontage) where noise levels exceed the maximum acceptable level of 70-dba, and seven other locations where noise levels are 66-dba or greater. Of all these locations, two on Southdown Road south of the Q.E.W. and one on Winston Churchill Boulevard north of Britannia Road, will be considered for noise attenuation retrofit programs in conjunction with future road improvements. All other locations were unsuitable for noise attenuation measures.

Mr. Taylor pointed out that of the recommendations contained in the Joint Traffic Noise Study, only recommendations 1 to 5 and 9 and 10 apply to the City of Mississauga. Mr. Taylor suggested that these be amended by the addition of the words underlined and recommended:

- (a) That the Council of the City of Mississauga adopt the following recommendations as amended, of the Region of Peel Joint-Traffic Noise Study, which apply to the City of Mississauga:

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1. That 70-dba be established as the peak hour noise level standard for outdoor recreational areas at the rear of the dwelling.
  2. That existing residential sites with reversed frontage and experiencing noise levels of 70-dba or above, be considered for retrofit traffic noise attenuation, provided that the attenuation feature will reduce the noise level by 5-dba or greater, and subject to the availability of funds.
  3. That proposed road widenings and reconstruction projects which will increase the traffic noise level to 70-dba or above within a five year period, include the construction of noise attenuation measures as part of the project where feasible, if it is possible to reduce the noise level by 5-dba or greater.
  4. That any retrofit noise attenuation program which may be established be considered as a separate multi-year program within the five year Capital Budget.
  5. That prior to the approval of any site for retrofit noise attenuation, the Ministry of Transportation and Communications be requested to consider such work for special subsidy over the normal subsidy allocation.
  9. That any retrofit noise attenuation barrier be erected on the designated ultimate street limit and maintained by the road authority, and that new attenuation barriers constructed through conditions of development approval, be erected on private property and maintained by the owner, and that this condition be registered on title.
  10. That the cost of noise attenuation within an individual dwelling be the responsibility of the owner.
- (b) That the Region of Peel be advised of the above recommendations.

The Committee discussed the growing dissatisfaction being expressed to elected officials by residents on the aesthetics of noise walls being constructed along major roads by developers building residential dwellings on adjacent lands. It was felt that future consideration should be given by the City and Ministry of Environment to

ITEM 5 CONTINUED...

not allowing residential properties to back onto major roads, including a clause in the deeds registered on title alerting prospective purchasers to noise levels, extensive landscaping and berming and/or other methods as an alternative to the noise walls.

Since the Region of Peel Joint Traffic Noise Study dealt only with retrofit, Mr. Schofield moved adoption of the recommendation of the Commissioner of Engineering and Works.

File: A.02.04.06      See Recommendation #33 (W. Schofield)

APPROVED

6. Letter dated March 29, 1982, from Mr. Henry Docherty of 1176 Fleet Street, expressing his concern and disappointment that the Council of the City of Mississauga did not see fit to pass a by-law making it mandatory for residents of Mississauga to clear their sidewalks of snow within a 12-hour period of a snow fall or face penalty. Mr. Docherty suggested that perhaps Council could give consideration to having the question put to the electorate at the next Municipal Election.

Attached to the agenda was a copy of the report dated February 12, 1982, from the Commissioner of Engineering and Works, on snow removal, which report resulted in the Public Works Committee recommending to Council that the said by-law not be passed. The Public Works Committee's recommendation was subsequently adopted by Council on March 8, 1982.

During the Public Works Committee's earlier deliberations on this particular matter, the Committee was advised that compulsory sidewalk shovelling was difficult to enforce; too many people were physically unable to shovel snow and Toronto's by-law produced no better results than experienced in Mississauga.

It was moved by Councillor Marland that the letter from Mr. Henry Docherty be received.

File: F.05.03.02      See Recommendation #34 (M. Marland)



7. Report dated May 11, 1982, from the Commissioner of Engineering and Works, regarding the pick-up of bundled brush from the side of the roads. This report was in response to inquiries made by Councillor Kennedy at the Council Meetings of March 29th and May 10th, 1982.

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In his report, Mr. Taylor pointed out that bundled brush was automatically picked up during normal garbage collection, providing it conformed with the Garbage Collection By-law No. 217-81. In 1981, students were hired and successfully assisted the By-law Enforcement Section of the Building Department in persuading and educating people to conform to the By-law. In 1982, arrangements have been made to hire three students to assist with a similar programme, which is already underway.

Mr. Taylor recommended:

"That the By-law Enforcement Section of the Building Department monitor the placement of brush put out for collection and take whatever necessary action they deem appropriate to ensure compliance with the Garbage Collection By-law No. 217-81."

Councillor Marland pointed out that the problem of brush and garden debris being left out for collection not in conformance with the Garbage Collection By-law No. 217-81 arose mainly in the well-established treed sections of the City, namely Wards 1, 2, 7 and parts of the Credit Woodlands in Ward 8. Councillor Culham cautioned the Committee that extra brush pick-ups by either City forces or private contractors would cost in the neighbourhood of \$1 million, but that over the next ten years as the landscaping in other areas in the City mature, the service and related costs would have to be greatly expanded to meet demands which could only be done at the expense and sacrifice of other services offered by the City to its residents.

Councillor Cook suggested, and staff was directed, to request the Information and Public Relations Department to advise all landscape gardeners in Mississauga, as well as all social service agencies offering assistance programmes to senior citizens, of the City's Brush and Debris collection procedures. It was also agreed that all Members of Council should receive copies of the Brush and Debris collection brochure, currently being printed, for their own circulation.

For the information of all Members of Council, the Commissioner of Engineering and Works was asked to compile a list of the names of private companies to which anyone not able to meet the requirements of the Garbage Collection By-law could be referred.

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Councillor Cook was requested to look into the possibility of present legislation being relaxed, through the By-law Committee, to permit brush and garden debris to be burnt in the Spring and Fall.

File: F.05.04.03      See Recommendation #35 (H.E. Kennedy)

8. Summary of Unfinished Business relating to the Public Works Committee as of March 15, 1982.

Requests for Reports 38-81, 141-81, 49-82 and 110-82 were deleted from the Summary of Unfinished Business.

File: A.03.04.06      See Recommendation #36 (M. Marland)

RECEIVED

RECOMMENDATIONS: As per Report No. 4-82

ADJOURNMENT:      11:10 a.m.

*Christine Dodds*  
CHRISTINE DODDS, COMMITTEE CO-ORDINATOR



REPORT NO. 4-82

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fourth report and recommends:

28. (a) That the report dated May 17, 1982, from the Commissioner of Engineering and Works regarding the 1981 Sidewalk Needs Study (Major Roads System), be received.
- (b) That the 1981 Sidewalk Needs Study for major roads in the City of Mississauga, dated January 21, 1982, prepared by the City of Mississauga Engineering and Works Department, with the following amendments be used as the basis for determining future Capital Works Sidewalk Programmes:

LOCATION	LIMITS		SUGGESTED CHANGE	
	FROM	TO	FROM	TO
Dundas St.W.	Erin Mills	W.C. Blvd.	Now	Future
Dundas St.E. South Side	Cawthra	Hurontario	Now	Future
Erindale Stn Rd.	Dundas St. W.	Burnhamthorpe	Now	Future
Erin Mills Pkwy. (west side)	Queensway	Dundas	Now	Future
Erin Mills Pkwy (west side)	Dundas St.	Old Burn. Rd.	Now	Future
Mavis Rd.	Dundas St.	Burnhamthorpe	Now Both Sides	Now One Side Only
Queensway W.	W.C. Blvd.	Speakman	Now Both Sides	Future Both Sides



ITEM 28 CONTINUED...

Queensway E. Dixie Rd.	Easterly	Now Both Sides	Future Both Sides
Queensway W. Cawthra Rd.	Hurontario	Now Both Sides	Now North Future South
Queensway W. Mississauga	Glengarry	Future	Future
Queensway W. Robin Dr.	Erin Mills	Now	Future
(38-28-82) F.06.03.03			

29. That the report dated March 24, 1982, from the Commissioner of Engineering and Works on The Credit Woodlands Pilot Project and its final review following the opening of the Burnhamthorpe Road Bridge over the Credit River be referred to the Councillor for Ward 8.

(38-29-82) F.06.01

30. (a) That the report dated April 29, 1982, from the Commissioner of Engineering and Works, advising that only one Ratepayers' Association, Meadowvale Village Community Association, had responded to the material circulated by Councillor Culham on unnecessary stop signs in the City of Mississauga, be received.
- (b) That the criteria for the installation of all-way stop signs in the City of Mississauga set out in the report from the Commissioner of Engineering and Works dated May 7, 1981, be adopted.

(38-30-82) F.06.04.05

31. That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee on the feasibility of constructing "rippled" pavement as a speed deterrent on the roadway at Mineola Road East and Mineola Gardens on an experimental basis.

(38-31-82) F.06.04.05

32. That the report dated April 30, 1982 from the Commissioner of Engineering and Works on Newspaper Refuse for Recycling, be received.

(38-32-82) F.05.04.02

33. (a) That the following recommendations of the Region of Peel Joint-Traffic Noise Study, which apply to the City of Mississauga, as amended by the addition of the words underlined below, be approved:
1. That 70-dba be established as the peak hour noise level standard for outdoor recreational areas at the rear of the dwelling.
  2. That existing residential sites with reversed frontage and experiencing noise levels of 70-dba or above, be considered for retrofit traffic noise attenuation, provided that the attenuation feature will reduce the noise level by 5-dba or greater, and subject to the availability of funds.
  3. That proposed road widenings and reconstruction projects which will increase the traffic noise level to 70-dba or above within a five year period, include the construction of noise attenuation measures as part of the project where feasible, if it is possible to reduce the noise level by 5-dba or greater.
  4. That any retrofit noise attenuation program which may be established be considered as a separate multi-year program within the five year Capital Budget.
  5. That prior to the approval of any site for retrofit noise attenuation, the Ministry of Transportation and Communications be requested to consider such work for special subsidy over the normal subsidy allocation.
  9. That any retrofit noise attenuation barrier be erected on the designated ultimate street limit and maintained by the road authority, and that new attenuation barriers constructed through conditions of development approval, be erected on private property and maintained by the owner, and that this condition be registered on title.
  10. That the cost of noise attenuation within an individual dwelling be the responsibility of the owner.



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ITEM 33 CONTINUED...

- (b) That the Region of Peel be advised of the above recommendations.

(38-33-82) A.02.04.06

34. That the letter dated March 29, 1982 from Mr. Henry Docherty of 1176 Fleet Street, expressing his concern and disappointment that the Council of the City of Mississauga did not see fit to pass a by-law making it mandatory for residents of Mississauga to clear their sidewalks of snow within a 12-hour period of a snow fall or face penalty, be received.

(38-34-82) F.05.03.02

35. That the By-law Enforcement Section of the Building Department monitor the placement of brush put out for collection and take whatever necessary action they deem appropriate to ensure compliance with the City of Mississauga Garbage Collection By-law No. 217-81.

(38-35-82) F.05.04.03

36. That the Summary of Unfinished Business relating to the Public Works Committee as of March 15, 1982, be received with the deletion of Requests for Reports 38-81 (Noise Attenuation Policies), 141-81 (Installation of Traffic Control Devices - Unnecessary Stop Signs), 49-82 (Distinction of Refuse for Recycling) and 110-82 (Brush Pick-up).

(38-36-82) A.03.04.06